



## City of Hamilton

# CITY COUNCIL AGENDA

20-020

Wednesday, September 16, 2020, 9:30 A.M.

Due to the COVID-19 and the Closure of City Hall

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City's Website: <https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

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### Call to Order

#### 1. APPROVAL OF AGENDA

(Added Items, if applicable, will be noted with \*)

#### 2. DECLARATIONS OF INTEREST

#### 3. APPROVAL OF MINUTES OF PREVIOUS MEETING

3.1. August 21, 2020

3.2. September 10, 2020

#### 4. COMMUNICATIONS

4.1. Correspondence from Viv Saunders requesting Council's consideration of Potential Tax Levy Reduction.

4.1.a. A note respecting a further advantage of this Fiscal Policy Change.

Recommendation: Be received.

4.2. Correspondence from the City of Elliot Lake requesting support for their resolution respecting the Private Member Bill put forward by Majid Jowhari: M-36, Emancipation Day.

Recommendation: Be received.

4.3. Correspondence from the City of St. Catharines requesting support for their resolution for Support to the City of Toronto in their Legal Challenge of the Amendments made under Bill 184, Section 83.

Recommendation: Be received.

4.4. Correspondence from the Ministry of Natural Resources and Forestry respecting Resuming aggregate application timelines and public consultation under the Aggregate Resources Act (ARA)

Recommendation: Be received and referred to the General Manager of Planning and Economic Development for appropriate action.

4.5. Correspondence from the Honourable Caroline Mulroney, Minister of Transportation advising the City of Hamilton of funding in the amount of \$17,211,723 to support the City's COVID-19 municipal transit pressures for Phase 1,

incurred from April 1, 2020 to September 30, 2020.

Recommendation: Be received.

4.6. Correspondence respecting the Commonwealth Games:

4.6.a. Danielle Hitchcock-Welsh

4.6.b. Louis Frapporti, Chair, Hamilton 2026

4.6.c. Kevin Gonci

Recommendation: Be received.

4.7. Correspondence from the Niagara Region requesting support for their resolution respecting Child Care.

Recommendation: Be received.

- 4.8. Correspondence from the Ministry of Long Term Care in response to the Mayor's email respecting the technical issues that resulted in some test results from the Hamilton lab not appearing in the provincial portal/viewer.

Recommendation: Be received.

- 4.9. Correspondence from the Ministry of Natural Resources and Forestry respecting Amendment to Ontario Regulation 244/97 and the Aggregates of Ontario Provincial Standards under the Aggregate Resources Act.

Recommendation: Be received and referred to the General Manager of Planning and Economic Development for appropriate action.

- 4.10. Correspondence respecting the reduction of Aberdeen Avenue from 4 lanes to 2 lanes:

- 4.10.a. Brandon Schofield
- 4.10.b. Patrick and Sylvia Henderson
- 4.10.c. John Waddell
- 4.10.d. JoAnne Barresi
- 4.10.e. Mark Clem
- 4.10.f. Peter Cook
- 4.10.g. Mark Cook
- 4.10.h. Leslie Malloy
- 4.10.i. Susan and David Stothart
- 4.10.j. Sarah Robson
- 4.10.k. Patty Leggat
- 4.10.l. Anne and Gordon Howarth
- 4.10.m. Ashleigh Leggat
- 4.10.n. Ashley Leggat
- 4.10.o. Michael Janjic
- 4.10.p. Maria Mungo

4.10.q. Keith Mann

4.10.r. Barbara Mann

4.10.s. D. John Henderson; Donna Syms and Patrick Henderson

4.10.t. Ryan Bradleigh Chin

4.10.u. Lauren Fehlings

4.10.v. Tanya Irwin, Brett Snider and Foxy

4.10.w. Juliana Webster

4.10.x. Krista Christink

4.10.y. Catherine Clase

4.10.z. Madeleine Verhovsek

4.10.aa. John Coates

4.10.ab. Diane Arrell

4.10.ac. Tara McAuley

4.10.ad. Ian Woodlock

4.10.ae. Joyce Dain

4.10.af. David Borsellino

4.10.ag. Suzanne and Frank Kovacs

4.10.ah. Emily Andrews

4.10.ai. Casey Bruyn

4.10.aj. Shane Lynn

4.10.ak. Andrew Wojtow

4.10.al. Michael Clase

4.10.am. Wendell MacDonald



- 4.10.an. Alana and Bruce Dickenson
  - 4.10.ao. Steve Johnson
  - 4.10.ap. Lea Ravensbergen
  - 4.10.aq. Dan Panagakos
  - 4.10.ar. Emily Ching
  - 4.10.as. Josh and Marsh Melfi
  - 4.10.at. Emily Reilly McKay
  - 4.10.au. Kirkendall Neighbourhood Association
  - 4.10.av. Madeleine Verhovsek
  - 4.10.aw. Hamish Campbell
  - 4.10.ax. Graeme and Kara Langdon
  - 4.10.ay. Dr. Haider Saeed
  - 4.10.az. Ann McKay
  - 4.10.ba. Michelle Hawrylyshyn
  - 4.10.bb. Sandra Witelson
  - 4.10.bc. Graham Crawford
  - 4.10.bd. Mark Caruana
  - 4.10.be. Ryan McGreal
- 4.11. Correspondence from Principles Integrity respecting their Periodic Report covering the period in July, 2018 up to the end of August, 2020.
- Recommendation: Be received.
- 4.12. Correspondence from the Ministry of Natural Resources and Forestry respecting the Extension to File your 2020 Compliance Assessment Report under the Aggregate Resources Act.
- Recommendation: Be received and referred to the General Manager of Planning and Economic Development for appropriate action.

- 4.13. Correspondence from the Township of Puslinch requesting support for their resolution respecting COVID-19 Funding.

Recommendation: Be received.

- 4.14. Correspondence Applications for Amendments to the Urban Hamilton Official Plan and Zoning By-law 3692-92 (Stoney Creek) for Lands Located at 325 Highway No. 8 (Stoney Creek) (PED20140) (Ward 10):

4.14.a. John Giangregorio

4.14.b. Ray Magill

Recommendation: Be received and referred to Item 4 of Planning Committee Report 20-009.

- 4.15. Correspondence from Monica Nikopoulos respecting the possible legal implications and liability issues 5G could have on the City and its representatives, as well as citizens and environmental harms.

Recommendation: Be received.

- 4.16. Correspondence from Debbie France requesting that municipalities join together and place this at the top of our Provincial and Federal Governments "must urgently fix" list.

Recommendation: Be received.

## **5. COMMITTEE REPORTS**

5.1. Mayor's Task Force on Economic Recovery Report 20-004 - August 25, 2020

5.2. Planning Committee Report 20-009 - September 8, 2020

5.3. General Issues Committee Report 20-012 - September 9, 2020

5.4. Emergency and Community Services Committee Report 20-006 - September 10, 2020

5.5. Public Works Committee Report 20-007- September 11, 2020

## **6. MOTIONS**

6.1. Municipal By-Law to Prohibit Off-Road Vehicles on Highways Within the City of Hamilton

## **7. NOTICES OF MOTIONS**

## 8. STATEMENTS BY MEMBERS

## 9. PRIVATE AND CONFIDENTIAL

### 9.1. Closed Minutes - August 21, 2020

Pursuant to Section 8.1, Sub-sections (e) and (f) of the City's Procedural By-law 18-270, as amended; and, Section 239(2), Sub-sections (e) and (f) of the *Ontario Municipal Act*, 2001, as amended, as the subject matters pertain to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

### 9.2. Encampment Litigation Update (LS20023(b)) (City Wide) (Referred to Council at the September 9, 2020 General Issues Committee meeting)

Pursuant to Section 8.1, Sub-sections (e) and (f) of the City's Procedural By-law 18-270, as amended; and, Section 239(2), Sub-sections (e) and (f) of the *Ontario Municipal Act*, 2001, as amended, as the subject matters pertain to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

## 10. BY-LAWS AND CONFIRMING BY-LAW

### 10.1. 188

To Impose a Sanitary Sewer Charge Upon Owners of Lands Known as Hopkins Court, from York Road to Ernest Street, in the City of Hamilton

Ward: 13

### 10.2. 189

To Establish City of Hamilton Land Described as Part 1 and 2 on Plan 62R-18324, Parts 2, 3, 4, and 6 on Plan 62R-18588 and Parts 1, 2 and 3 on Plan 62R-20075 as Part of Cormorant Road

Ward: 12

### 10.3. 190

To Amend Zoning By-law No. 05-200, as amended by By-law No. 18-261, respecting lands located at 5 Hamilton Street North, Flamborough

ZAH-19-018

Ward: 15

- 10.4. 191  
To Adopt Official Plan Amendment No. 137 to the Urban Hamilton Official Plan Respecting 1477 Upper James Street and 221 Genoa Drive (Hamilton)  
Ward: 8
- 10.5. 192  
To Amend Zoning By-law No. 6593 Respecting Lands Known as 1477 & 1443 Upper James Street and 221 Genoa Drive, Hamilton  
ZAC-18-025  
UHOPA-18-010  
Ward: 8
- 10.6. 193  
To Amend Zoning By-law No. 6593 (Hamilton), as amended by By-law No. 00-097, respecting lands located at 90 Carling Street, Hamilton  
ZAH-20-030  
Ward: 1
- 10.7. 194  
To Amend By-law No. 01-218, as amended, Being a By-law to Regulate On-Street Parking  
Schedule 6 (Time Limited Parking)  
Schedule 8 (No Parking Zones)  
Schedule 12 (Permit Parking Zones)  
Schedule 13 (No Stopping Zones)  
Schedule 14 (Wheelchair Loading Zones)  
Schedule 15 (Commercial Vehicle Loading Zones)  
Ward: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 15
- 10.8. 195  
To Amend Zoning By-law No. 05-200, as amended by By-law No. 15-173, respecting lands located at 3081 Tisdale Road, Glanbrook  
ZAH-19-048  
Ward: 11

10.9. 196

To Amend Zoning By-law No. 05-200, as amended by By-law No. 18-114,  
respecting lands located at 62 and 64 King Street East, Hamilton

ZAH-20-031

Ward: 2

10.10. 200

To Confirm the Proceedings of City Council

**11. ADJOURNMENT**



## CITY COUNCIL MINUTES 20-018

9:30 a.m.

August 21, 2020  
Council Chamber  
Hamilton City Hall  
71 Main Street West

**Present:** Mayor F. Eisenberger  
Councillors M. Wilson, J. Farr, N. Nann, S. Merulla, C. Collins, T. Jackson, J.P. Danko, B. Clark, M. Pearson (Deputy Mayor), B. Johnson, L. Ferguson, A. VanderBeek, T. Whitehead, E Pauls and J. Partridge.

Mayor Eisenberger called the meeting to order and recognized that Council is meeting on the traditional territories of the Erie, Neutral, HuronWendat, Haudenosaunee and Mississaugas. This land is covered by the Dish with One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. It was further acknowledged that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation. The City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and it was recognized that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

### APPROVAL OF THE AGENDA

The Clerk advised of the following changes to the agenda:

#### 4. COMMUNICATIONS

***Withdrawn:***

- 4.15 Correspondence from the Honourable Steve Clark, Minister of Municipal Affairs and Housing respecting an update on the government issued emergency order with respect to labour deployment.

***Added Items:***

- 4.3 Correspondence respecting the by-law to Require the Wearing of Face Coverings Within Enclosed Public Spaces:

(q) Trish Smink

Recommendation: Be received.

4.9 Correspondence respecting the reduction of Aberdeen Avenue from 4 lanes to 2 lanes:

- (aq) Linda and Joseph Devellano
- (ar) Natalie Sobel
- (as) Janis Blimkie
- (at) Lisa Ramacieri
- (au) Brian Hoath
- (av) Dave and Susan McKay
- (aw) Jane Brunton
- (ax) Chris Schoufour
- (ay) Gwen Vance
- (az) Isabel Simpson
- (ba) Alexander Malcolm
- (bb) Luke O'Reilly
- (bc) Tricia Hellingman
- (bd) Pat Devlin
- (be) Dave Frei
- (bf) Emily and Dale McDonald
- (bg) Judy Conrod
- (bh) JR Kearns MD
- (bi) John Augstman
- (bj) Carl Feldmann
- (bk) Louise Patenall

Recommendation: Be received and referred to the General Manager of Public Works for appropriate action.

4.22 Correspondence respecting the 2026 Commonwealth Games:

- (e) Kevin Gonci
- (f) Kevin Gonci
- (g) Michael Moniz

Recommendation: Be received and referred to the consideration of Item (f)(i) of General Issues Committee Report 20-011.

4.27 Correspondence from Hamilton Niagara Haldimand Brant LHIN advising the City of Hamilton of funding to Support One-time Critical Mental Health & Addictions Services due to COVID-19 based upon your organization's proposal submitted in April 2020.

Recommendation: Be received.

- 4.28 Correspondence from Joel D. Farber of Fogler, Rubinoff LLP, respecting Item 9.2 City of Hamilton Comments on Proposed Growth Plan Amendment #1.

Recommendation: Be received and referred to the consideration of Item 5 Planning Committee Report 20-008.

**7. NOTICES OF MOTION**

- 7.2 1200-1280 Rymal Road East and 385 Nebo Road - Extension of Development Charge Credit
- 7.3 Amendment to Item 4.7 of the Council Minutes of June 24, 2020, respecting Correspondence from Eric Miller, Chair, Hamilton Farmers' Market Board of Directors requesting that City Council Support the Hamilton Farmers' Market with an Equivalence of the Canadian Commercial Rent Assistance Program (CECRA) Program
- 7.4 Request for the Immediate Reinstatement of the Suspension of Evictions
- 7.5 Amendment to Item 5.4 (d) of Council Minutes 20-006 respecting the Municipal Incentives for the 90 Carling Street Rental Project (HSC20009) (Ward 1)

**9. PRIVATE & CONFIDENTIAL**

- 9.2 Encampment Litigation Update (LS20023(a)) (City Wide)
- 9.3 Potential Litigation – Building Permit Issue (LS19035(a))

**10. BY-LAWS AND CONFIRMING BY-LAW**

***Revised Bill:***

- 20-174 To Amend Zoning By-law No. 3692-92 Respecting Lands Located at 42, 44, 48, 52 and 54 Lakeshore Drive, Stoney Creek  
Ward: 10  
ZAC-18-005

***Added Bills:***

- 20-176 Removal of Part Lot Control  
Part of Block 1, Registered Plan No. 62M-1253, Municipally Known as 1 Garlent Avenue and 22, 24, 26, 28 and 30 Cleland Avenue (Ancaster)  
(Ward 12)
- 20-177 Removal of Part Lot Control  
Block 2 of Registered Plan of Subdivision No. 62M-1253,



Municipally Known as 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61 and 63 Beasley Grove, Ancaster (Ward 12)

- 20-178 To Amend Zoning By-law No. 6593 (Hamilton), as amended by By-law No. 12-251, respecting lands located at 85 Poulette Street, Hamilton  
Ward: 1  
ZAH-19-047
  
- 20-179 To Amend Zoning By-law No. 6593,  
Respecting Lands Located at 1406 Upper Gage Avenue, Hamilton  
ZAR-20-005
  
- 20-180 A By-law to Amend By-law 07-170 being a By-law to License and Regulate Various Businesses
  
- 20-181 To Amend By-law 05-200 Respecting Temporary Use By-law for Outdoor Commercial Patios  
CI 20-F
  
- 20-182 To Adopt Official Plan Amendment No. 136 to the Urban Hamilton Official Plan  
Respecting: 527 Shaver Road and 629 Garner Road West (Ancaster)  
Ward: 12
  
- 20-183 To Amend Zoning By-law No. 87-57  
Respecting Lands Located at 527 Shaver Road and 629 Garner Road West (Ancaster)  
Ward: 12

**(Pearson/Jackson)**

That the agenda for the August 21, 2020 meeting of Council be approved, ***as amended.***

**Result: Motion CARRIED by a vote of 15 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Chad Collins
- YES – Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- NOT PRESENT - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- YES - Ward 12 Councillor Lloyd Ferguson

YES - Ward 11 Councillor Brenda Johnson  
 YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
 YES - Ward 9 Councillor Brad Clark

### DECLARATIONS OF INTEREST

Councillor Clark declared an interest to Item 6.1 respecting Amending the Licensing and Application Process for Cannabis Retail Stores to Consider Radial Separation from Other Cannabis Locations as his son has a business interest in a Cannabis Retail Store.

Councillor Ferguson declared an interest to Item 3 of Audit, Finance and Administration Committee respecting Report FCS20067 respecting Options for Relief from Municipal Fees and Charges for the Taxi Industry as he is an investor in the taxi industry.

Councillor Pearson declared an interest to Items 7.4 and 6.9 respecting a Request for the Immediate Reinstatement of the Suspension of Evictions, as she is a landlord.

Councillor Merulla declared an interest to Items 7.4 and 6.9 respecting a Request for the Immediate Reinstatement of the Suspension of Evictions, as he is a landlord.

Councillor VanderBeek declared an interest to Items 7.4 and 6.9 respecting a Request for the Immediate Reinstatement of the Suspension of Evictions, as she is a landlord.

### APPROVAL OF MINUTES OF PREVIOUS MEETING

#### 3. July 17, 2020 (Item 3.1) and August 13, 2020 (Item 3.2)

##### **(Ferguson/Pauls)**

That the Minutes of the July 17, 2020 and August 13, 2020 meetings of Council be approved, as presented.

#### **Result: Motion CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 3 Councillor Nrinder Nann  
 YES - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins  
 YES – Ward 6 Councillor Tom Jackson  
 YES - Ward 7 Councillor Esther Pauls  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Mayor Fred Eisenberger  
 YES - Ward 15 Councillor Judi Partridge  
 NOT PRESENT - Ward 14 Councillor Terry Whitehead  
 YES - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
 YES - Ward 9 Councillor Brad Clark

<b>COMMUNICATIONS</b>
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**(Pearson/Johnson)**

That Council Communications 4.1 through to 4.14 and 4.16 through to 4.28 be approved, **as amended**, as follows:

- 4.1 Correspondence from Peel Region to the Honourable Christine Elliott requesting support for their resolution Responding to the Mental Health and Addictions System needs in Peel.

Recommendation: Be **endorsed**.

- 4.2 Correspondence from the Township of Perth South requesting support for their resolution respecting the Farm Property Class Tax Rate Program.

Recommendation: Be received.

- 4.3 Correspondence respecting the by-law to Require the Wearing of Face Coverings Within Enclosed Public Spaces:

- (a) Carolyn Vanderwoude
- (b) Bill Pauhl
- (c) Susan McClung
- (d) Suzanna Vanderwoude
- (e) Marie Roberts
- (f) Trish Smink
- (g) Derek Brown
- (h) Kathy Wilkes
- (i) Danny Cerino
- (j) Tobi Bos
- (k) Darren Mullin
- (l) Melanie Scholtens
- (m) Todd Ouellette
- (n) Amanda Fudge
- (o) Patrick Sohier
- (p) Rose Romero
- (q) Trish Smink

Recommendation: Be received.

- 4.4 Correspondence from the Town of Gore Bay requesting support for the Municipality of McDougall's resolution respecting AMO's proposal for the Northern Ontario District Social Services Boards replace the current OPP Detachment Boards.

Recommendation: Be received.

4.5 Correspondence respecting the defunding of the Hamilton Police Service:

- (a) Kevin Sooley
- (b) Gabriela Bragues
- (c) Sally McKay
- (d) Rosa Zetler
- (e) Maddie Brockbank
- (f) Mikayla Zolis
- (g) Erika McMeekin
- (h) Lauren Harnish
- (i) Benjamin Mallory
- (j) Mariel Rutherford
- (k) Danica Evering
- (l) Alaiya Berti
- (m) Skylar Chung
- (n) Claire Bodkin
- (o) Kate Burtney
- (p) Rebecca Johnson
- (q) Sarah Hanlon
- (r) Abedar Kamgari
- (s) Rochelle Martin
- (t) Colleen Murray
- (u) Genevieve O'Grady
- (v) Ed and Karin Horn
- (w) Rebecca Steckle
- (x) Adrian Underhill
- (y) Patricia Varanesi
- (z) Katharine King
- (aa) Laura Howden
- (ab) Tasha Lee Van Dinther
- (ac) Vincent Barzetti
- (ad) Kate Melville
- (ae) Arden Hagedorn
- (af) Ariel Bader-Shamai
- (ag) Andrew Pettit
- (ah) Alix MacLean
- (ai) Dr. Xavier Michaud
- (aj) Lisa Cowling

Recommendation: Be received **and 4.5 (c) Sally McKay be referred to the staff preparing the Community Wellness and Safety Plan.**

4.6 Correspondence from Daegan McNeaney in support of Urban Hens.

Recommendation: Be received.

- 4.7 Correspondence from Paul O'Byrne, Chair, McMaster Okanagan Committee in support of the Bike Share Program in Hamilton.

Recommendation: Be received.

- 4.8 Correspondence from the Honourable Steve Clark, Minister of Municipal Affairs and Housing respecting the Royal Assent of Bill 184 on July 22, 2020, the Protecting Tenants and Strengthening Community Housing Act, 2020.

Recommendation: Be received and referred to the General Manager of Healthy and Safe Communities for appropriate action.

- 4.9 Correspondence respecting the reduction of Aberdeen Avenue from 4 lanes to 2 lanes:

- (a) Angelina Baldin
- (b) Richard Harris
- (c) Suzanne Mills
- (d) Sandra Rodrigues
- (e) Sean and Sara Curran
- (f) Jon and Barb Francis
- (g) Barb Francis
- (h) Doug Malcolm
- (i) Bob and Rosemary Miller
- (j) Judi Childs
- (k) Natalie Childs
- (l) Jane Heming
- (m) Glenn Madill
- (n) Mark Boda
- (o) Mario Garbin
- (p) Ligia Cordovani
- (q) Elaine McCormick
- (r) Mark Cunningham
- (s) Ryan Amos
- (t) Jenny Dunlop
- (u) Jim Stephens
- (v) Sandra Levy
- (w) Dave King
- (x) Blair Cerello
- (y) Sandy Mitchell
- (z) Susan Corcoran
- (aa) Judy Sykora
- (ab) Chris Carroll
- (ac) Christine and Luis Arruda
- (ad) Mary and Peter Mauro
- (ae) Kathy Joynt and Dawson Pratt
- (af) Rhoda Hassmann
- (ag) Paul and Maris Doesburg
- (ah) Lisa Borkovich

- (ai) Matt Coulson
- (aj) Kassia Stevenson
- (ak) Ina Levitt- Yanover and Ian Yanover
- (al) John Burke
- (am) Allyn Walsh
- (an) Patricia Wilson and Randy Cross
- (ao) Robert Schofield
- (ap) Brett and Zena Dalton
- (aq) Linda and Joseph Devellano
- (ar) Natalie Sobel
- (as) Janis Blimkie
- (at) Lisa Ramacieri
- (au) Brian Hoath
- (av) Dave and Susan McKay
- (aw) Jane Brunton
- (ax) Chris Schoufour
- (ay) Gwen Vance
- (az) Isabel Simpson
- (ba) Alexander Malcolm
- (bb) Luke O'Reilly
- (bc) Tricia Hellingman
- (bd) Pat Devlin
- (be) Dave Frei
- (bf) Emily and Dale McDonald
- (bg) Judy Conrod
- (bh) JR Kearns MD
- (bi) John Augstman
- (bj) Carl Feldmann
- (bk) Louise Patenall

Recommendation: Be received and referred to the General Manager of Public Works for appropriate action.

- 4.10 Correspondence from Christine Cosgrove respecting the heavy volume of traffic on Trinity Church Road.

Recommendation: Be received and referred to the General Manager of Public Works for appropriate action.

- 4.11 Correspondence from the Municipality of West Grey respecting their anti-racism resolution.

Recommendation: Be received.

- 4.12 Correspondence from Lou Ann Binning, President of Niagara Regional Labour Council requesting that the City of Hamilton consider supporting a motion for the provincial and federal governments to provide emergency operating funds to protect vital local services, including public transportation and emergency services.

Recommendation: Be endorsed.

- 4.13 Correspondence from McMaster Student Union respecting Transit Fees for Full-time Undergraduate Students of McMaster University.

Recommendation: Be received and referred to the General Manager of Public Works for appropriate action.

- 4.14 Correspondence from Jim MacLeod, Vice President, Ancaster Village Heritage Community requesting the creation of a Community Safety Zone (CSZ).

Recommendation: Be received and referred to the General Manager of Public Works **for a report back to Public Works Committee on whether the Ancaster Village Heritage Community meets the warrants required to be a Community Safety Zone.**

- 4.16 Correspondence from the Ministry of the Solicitor General, Public Safety Division respecting the Proclamation of the Reopening Ontario (A Flexible Response to COVID-19) Act, 2020.

Recommendation: Be received.

- 4.17 Correspondence respecting homeless encampments:

- (a) Jackie Levitt
- (b) Jenna Iacobucci
- (c) Katie McCrindle
- (d) Marin Hudson
- (e) Elizabeth Seidl
- (f) Jessica Merolli and Rob Pettapiece
- (g) Stephen Butson and Kazue Suzuki
- (h) Vilma Rossi
- (i) Miriam Novick
- (j) Maddie Brockbank
- (k) Jenn Cross
- (l) Sienna DiGiuseppe
- (m) Mary Love
- (n) Stefani Dubbeldam
- (o) Craig Burley
- (p) Laura Pin
- (q) Parnika Godkhindi
- (r) Michael Dennis
- (s) Ryan Crawford
- (t) Matt Steski
- (u) Carly Eisbrenner
- (v) Gurinder Sandhu
- (w) Kevin Kim

- (x) Cassandra Roach
- (y) Ani Chenier
- (z) Joshua Weresch
- (aa) Scott Neigh
- (ab) Sureka Pavalagantharajah
- (ac) Julia Bryson
- (ad) Karen Schulman Dupuis
- (ae) Pamela Taplay
- (af) Samantha Richarz
- (ag) Melissa Govindaraju
- (ah) Agnes Orban
- (ai) Rachel Weldrick and John Dowbiggin
- (aj) Dr. Yvgeniy Oparin
- (ak) Haider Saeed
- (al) Michelle Hruschka
- (am) Jeanette Eby
- (an) Clara Lu
- (ao) Danica Evering
- (ap) Frances Murray
- (aq) Meaghan Ross

Recommendation: Be received ***and referred to the General Manager of Healthy and Safe Communities to respond to all of those who have submitted correspondence on this matter.***

- 4.18 Correspondence from Wm. J. (Bill) Custers, Senior Manager, Broadcast, TV Hamilton Limited respecting the upcoming Reconsideration Motion regarding the start time for Hamilton City Council meetings.

Recommendation: Be received and referred to the consideration of Item 7.1.

- 4.19 Correspondence from Alex Johnstone, Chair, Hamilton-Wentworth District School Board to Honourable Premier Doug Ford and Stephen Lecce, Minister of Education respecting their concerns and needs in order to support a safe reopening of their schools in September.

Recommendation: Be received.

- 4.20 Correspondence from Marija Kott respecting a residential cannabis growth by-law.

Recommendation: Be received.

- 4.21 Correspondence from David Balan respecting 13+ Negative and Costly impacts of the Hamilton LRT on the residents and businesses on King St., that need your diligent consideration.

Recommendation: Be received.



4.22 Correspondence respecting the 2026 Commonwealth Games:

- (a) Peter Graefe
- (b) Anthony Frisina
- (c) Ainsley Gelder
- (d) Brenda Bianchi
- (e) Kevin Gonci
- (f) Kevin Gonci
- (g) Michael Moniz

Recommendation: Be received and referred to the consideration of Item (f)(i) of General Issues Committee Report 20-011.

4.23 Correspondence from Craig Burley respecting Councillor Merulla.

Recommendation: Be received.

4.24 Correspondence from Gary Carr, Regional Chair, Halton Region respecting the proposed CN truck-rail hub in Milton.

Recommendation: Be received.

4.25 Correspondence from Bob Maton, President, Ancaster Village Heritage Community respecting the Long-Bisby Building Fire and Demolition By-Law.

Recommendation: Be received and referred to the General Manager of Planning and Economic Development for appropriate action.

4.26 Correspondence from the Ministry of Transportation respecting new regulatory framework setting out evidentiary rules to govern school bus stop arm camera programs.

Recommendation: Be received and referred to the General Manager of Public Works for appropriate action.

4.27 Correspondence from Hamilton Niagara Haldimand Brant LHIN advising the City of Hamilton of funding to Support One-time Critical Mental Health & Addictions Services due to COVID-19 based upon your organization's proposal submitted in April 2020.

Recommendation: Be received.

4.28 Correspondence from Joel D. Farber of Fogler, Rubinoff LLP, respecting Item 9.2 City of Hamilton Comments on Proposed Growth Plan Amendment #1.

Recommendation: Be received and referred to the consideration of Item 5 Planning Committee Report 20-008.

**Result: Motion CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**(Pearson/Johnson)**

That Council move into Committee of the Whole to consider the Committee Reports.

**Result: Motion CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

<b>MAYOR’S TASK FORCE ON ECONOMIC RECOVERY REPORT 20-003</b>
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**(Nann/Wilson)**

That the Mayor’s Task Force on Economic Recovery Report 20-003, being the meeting held on Thursday, July 30, 2020, be received and the recommendations contained therein be approved.

**Result: Motion on the Mayor’s Task Force on Economic Recovery Report 20-003, CARRIED by a vote of 15 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Chad Collins
- YES – Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- NOT PRESENT - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Deputy Mayor - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

**GENERAL ISSUES COMMITTEE REPORT 20-011**

**(Pearson/Johnson)**

That General Issues Committee Report 20-011, being the meeting held on Monday, August 10, 2020, be received and the recommendations contained therein be approved.

At Council’s request, Item 7 (a) and (b), were voted on separately as follows:

**7. Potential for Major Events in 2022 and 2023 (PED20071) (City Wide) (Item 13.2)**

**Result: Item 7 (a) CARRIED by a vote of 10 to 5, as follows:**

- NO - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- NO - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Chad Collins
- YES – Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- NO - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- NOT PRESENT - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- YES - Ward 12 Councillor Lloyd Ferguson
- NO - Ward 11 Councillor Brenda Johnson
- YES - Deputy Mayor - Ward 10 Councillor Maria Pearson
- NO - Ward 9 Councillor Brad Clark

**Result: Item 7 (b) CARRIED by a vote of 13 to 2, as follows:**

NO - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NO - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

At Council’s request, the title of Item 8 was ***amended*** to read as follows:

**8. Chedoke Creek *Potential* Ministry Charges (PW19008(i)/LS19004(i)) (City Wide) (Item 13.3)**

- (a) That the direction provided to staff in Closed Session, respecting Report PW19008(i)/LS19004(i), respecting the Chedoke Creek ***Potential*** Ministry Charges, be approved; and,
- (b) That Report PW19008(i)/LS19004(i), respecting the Chedoke Creek ***Potential*** Ministry Charges, remain confidential.

**Result: Motion on the balance of General Issues Committee Report 20-011, as Amended, CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson

YES - Ward 9 Councillor Brad Clark

<b>PLANNING COMMITTEE REPORT 20-007</b>
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**(Danko/Farr)**

That Planning Committee Report 20-007, being the meeting held on Tuesday, August 11, 2020, be received and the recommendations contained therein be approved.

**(Pearson/Danko)**

That recommendation (a) of Item 4 of the Planning Committee Report 20-007 respecting Applications for Amendments to Stoney Creek Zoning By-law No. 3692-92 and City of Hamilton Zoning By-law No. 05-200 and Draft Plan of Condominium (Vacant Land) for Lands Known as 42, 44, 48, 52, and 54 Lakeshore Drive (Stoney Creek) (PED20082) be **amended** by deleting sub-sections (i) and (ii) and replacing them with new sub-sections (i), (ii), (iii) and (iv), as follows:

**4. Applications for Amendments to Stoney Creek Zoning By-law No. 3692-92 and City of Hamilton Zoning By-law No. 05-200 and Draft Plan of Condominium (Vacant Land) for Lands Known as 42, 44, 48, 52, and 54 Lakeshore Drive (Stoney Creek) (PED20082)**

- (a) That Revised Zoning By-law Amendment Application ZAC-18-005, by A.J. Clarke and Associates (c/o Franz Kloibhofer) on behalf of Robert Kosik, Mildred Kosik, Wendell Harrison, Elizabeth Laing, Robert Strong, Maureen Strong, and Elizabeth Sleep (Owners) to change the zoning from the Rural Residential "RR" Zone to the Single Residential "R2-66" Zone, Modified, in order to permit 28 units for single detached dwellings on a private road (condominium road) on lands known as 42, 44, 48, 52, and 54 Lakeshore Drive (Stoney Creek), as shown on Appendix "A" to Report PED20082, be APPROVED on the following basis:
- ~~(i) That the draft By-law attached as Appendix "B" to Report PED20082, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council; and,~~
  - ~~(ii) That the proposed amendment is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow (2019), and complies with the Urban Hamilton Official Plan.~~
  - (i) That the draft By-law attached as Appendix "B" to Report PED20082, be amended by deleting Subsections 2. (d) and (i) in their entirety and replacing them with the text in Schedule "A" attached hereto;**
  - (ii) That pursuant to Section 34(17) of the Planning Act, R.S.O. 1990, c. P.13, further notice of this change made to the proposed By-law shall not be required;**

- (iii) That the amended draft By-law pursuant to sub-section (i) herein, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council; and,*
- (iv) That the proposed amendment is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow (2019), and complies with the Urban Hamilton Official Plan.*

**Result: Amendment to Item 4 CARRIED by a vote of 14 to 2, as follows:**

NO - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
NO - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**Result: Motion on the balance of Planning Committee Report 20-007, CARRIED by a vote of 16 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

## PUBLIC WORKS COMMITTEE REPORT 20-006

**(Danko/Merulla)**

That Public Works Committee Report 20-006, being the meeting held on Wednesday, August 12, 2020, be received and the recommendations contained therein be approved.

**(Ferguson/Merulla)**

That recommendation (a) of Item 11 of the Public Works Committee Report 20-006, respecting a Fiddlers Green Road Sidewalk Extension (Ward 12), be **amended** to correct the funding information, as follows:

**11. Fiddlers Green Road Sidewalk Extension (Ward 12) (Item 9.4)**

WHEREAS, there is a missing section of sidewalk on Fiddlers Green Road, between the Highway 403 bridge and Enmore Avenue; and,

WHEREAS, residents have requested the installation of a sidewalk extension on Fiddlers Green Road, from the Highway 403 bridge to Enmore Avenue, Ancaster to enable walkability and enhance roadway safety;

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to install a sidewalk extension on Fiddlers Green Road, from the Highway 403 bridge to Enmore Avenue, Ancaster, in 2020, at **an approximate total** cost of \$80,000, **with \$75,191.07** to be funded from the ~~Ward 12 Area Rating Reserve Account~~ **Ancaster Capital Reserve (108030) and \$4,808.93 to be funded from the Ward 12 Non Property Tax Revenue Account (3301609612)**; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

**Result: Amendment to Item 11 CARRIED by a vote of 16 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 3 Councillor Nrinder Nann  
 YES - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins  
 YES – Ward 6 Councillor Tom Jackson  
 YES - Ward 7 Councillor Esther Pauls  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Mayor Fred Eisenberger  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 14 Councillor Terry Whitehead  
 YES - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson

YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**Result: Motion on the balance of Public Works Committee Report 20-006, CARRIED by a vote of 16 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**AUDIT, FINANCE AND ADMINISTRATION COMMITTEE REPORT 20-006**

**(Wilson/Clark)**

That Audit, Finance and Administration Committee Report 20-006, being the meeting held on Thursday, August 13, 2020, be received and the recommendations contained therein be approved.

At Council’s request, Item 3 (a), (b) and (c), were voted on separately as follows:

**Result: Item 3 (a) CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
CONFLICT - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson



YES - Ward 9 Councillor Brad Clark

**Result: Item 3 (b) CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeeck  
CONFLICT - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**Result: Item 3 (c) CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeeck  
CONFLICT - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**Result: Motion on the balance of Audit, Finance and Administration Committee Report 20-006, CARRIED by a vote of 16 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson

YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

<b>EMERGENCY AND COMMUNITY SERVICES REPORT 20-005</b>
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**(Pauls/Nann)**

That Emergency and Community Services Committee Report 20-005, being the meeting held on Monday, August 17, 2020, be received and the recommendations contained therein be approved.

Councillor Clark made the following “***Friendly Amendment***” to Item 3 sub-section (b):

**3. City of Hamilton Support for the Hamilton is Home Coalition of Affordable Housing Developers**

THEREFORE, BE IT RESOLVED:

- (a) That the City of Hamilton join the Hamilton is Home Coalition as an active participating member;
- (b) That Housing Services Division staff be directed to participate in and liaise with the Hamilton is Home Coalition ***and their member agencies***;
- (c) That Housing Services Division staff be directed to report back to the Emergency & Community Services Committee on the level of commitment and support expected of staff and other resources required by the Division to support the Hamilton is Home Coalition, facilitate the City’s participation in and support for the Hamilton is Home Coalition proposals and projects, and adequately support expected affordable housing development proposals through 2021;
- (d) That the Real Estate Division be directed to conduct an updated analysis of City land holdings and potential land purchases from government agencies regarding their potential for affordable housing development and report back to the Affordable Housing Site Selection Sub-Committee with recommendations for appropriate sites to dedicate to affordable housing; and,
- (e) That the Mayor be directed to send a letter to the Honourable Ahmed Hussen, the Honourable Filomena Tassi, and the President and Chief Executive Officer of CMHC, Evan Siddall, informing them of Council’s

commitment to and prioritization of affordable housing development and expressing the City of Hamilton's support in principle for the Hamilton is Home Coalition and its forthcoming funding proposal.

**Result: Motion on Emergency & Community Services Committee Report 20-005 as Amended, CARRIED by a vote of 15 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Chad Collins
- YES – Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- NOT PRESENT - Ward 15 Councillor Judi Partridge
- YES - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Deputy Mayor - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

**(Pauls/Clark)**

That Council recess at 12:15 p.m.

**CARRIED**

Council reconvened at 12:45 p.m.

**PLANNING COMMITTEE REPORT 20-008**

**(Pearson/Johnson)**

That Section 5.7(2) of the City’s Procedural By-law 18-270, which provides that a minimum of 48 hours shall pass before a Standing Committee Report is presented to Council, be waived in order to consider the Planning Committee Report 20-008.

**Result: Motion CARRIED by a 2/3’s majority vote of 12 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- NOT PRESENT - Ward 3 Councillor Nrinder Nann
- NOT PRESENT - Ward 4 Councillor Sam Merulla
- NOT PRESENT - Ward 5 Councillor Chad Collins
- YES – Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge

YES - Ward 14 Councillor Terry Whitehead  
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
 YES - Ward 9 Councillor Brad Clark

**(Farr/Whitehead)**

That Planning Committee Report 20-008, being the meeting held on Tuesday, August 18, 2020, be received and the recommendations contained therein be approved.

**(Partridge/Wilson)**

That recommendation (a) of Item 5 of the Planning Committee Report 20-008 respecting Comments on Proposed Amendment 1 to A Place to Grow and Revised Land Needs Assessment Methodology (PED19033(b)) (City Wide), be **amended** by adding sub-section (x), as follows:

**5. Comments on Proposed Amendment 1 to A Place to Grow and Revised Land Needs Assessment Methodology (PED19033(b)) (City Wide)**

(a) That the Province of Ontario be advised that the City of Hamilton provides the following comments and recommended changes to Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (ERO #019-1680):

***(x) The City of Hamilton does not support the proposed revision to Growth plan policy 4.2.8.2 (a) which would permit new mineral aggregate operations and wayside pits and quarries within the habitat of endangered and threatened species. The City does not support any permission for new or expanded mineral aggregate operations within the habitat of endangered and threatened species within any part of Hamilton, including lands within the Growth Plan, Greenbelt Plan and Niagara Escarpment Plan areas.***

**Result: Amendment to Item 5 CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 3 Councillor Nrinder Nann  
 NOT PRESENT - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins  
 YES – Ward 6 Councillor Tom Jackson  
 YES - Ward 7 Councillor Esther Pauls  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Mayor Fred Eisenberger  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 14 Councillor Terry Whitehead  
 YES - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson

YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

Councillor Clark made the following “**Friendly Amendment**” to Item 5, sub-section (b)(iii):

- (b) That the Province of Ontario be advised the City of Hamilton provides the following comments and recommended changes to the Revised Land Needs Assessment Methodology A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (ERO #019-1679):
  - (i) The Land Needs Assessment methodology provides a detailed, standardized approach to the completion of the LNA and remove any opportunities for doubt or debate regarding the approach to LNA completion. The revised methodology should be presented in a detailed stand-alone document similar the 2018 version;
  - (ii) The Province provide greater detail as to how market demand is to be defined to remove opportunities for lengthy tribunal debates over this topic and provide direction on how municipalities can reconcile market demand with the required Growth Plan intensification and density targets; and,
  - (iii) The completion and approval of the LNA **methodology** should not require additional public consultation, potentially resulting in lengthy debates and delays, as the completion of a Land Needs Assessment is a technical document, and it is understood that municipalities consulted on LNA inputs such as intensification and density targets.

Main Motion as **Amended** to read as follows:

**5. Comments on Proposed Amendment 1 to A Place to Grow and Revised Land Needs Assessment Methodology (PED19033(b)) (City Wide)**

- (a) That the Province of Ontario be advised that the City of Hamilton provides the following comments and recommended changes to Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (ERO #019-1680):
  - (i) The final Schedule 3 forecast shall reflect either the Low or Reference scenario;
  - (ii) Revise Growth Plan policy 5.2.4.2 to provide flexibility to municipalities in how the 2051 forecasts are accounted in the Land Needs Assessment and conformity work as follows (additional wording in italics):

“5.2.4.2 All upper and single tier municipalities will, through a municipal comprehensive review, apply the forecasts in Schedule 3 for planning and managing growth to the horizon of this Plan. *For the period from 2041 to*

*2051, municipalities are not required to designate lands to accommodate the forecasted growth, but must identify a strategy for how the growth will be accommodated.”;*

- (iii) The City does not support the proposed revisions to Growth Plan policies 2.2.1, 5.2.4.1 and 5.2.4.2. These policies should not be revised and should instead maintain the existing policy wording of the Growth Plan 2019 which requires municipalities to plan for the forecasts in Schedule 3, and do not provide any opportunity for municipalities to consider higher forecasts;
- (iv) As an alternative to (iii), if the Province maintains the revision to policies 2.2.1, 5.2.4.1 and 5.2.4.2, the Policy should be revised to state that only Councils may request an increased Schedule 3 forecast with appropriate justification. The revised Schedule 3 forecast would require approval from the Minister, and if such approval is not granted, the Schedule 3 forecast will apply (similar to the policy direction surrounding alternative intensification or density targets);
- (v) The Schedule 3 ‘Mock B’ format in Amendment 1 which contains the 2051 population and employment forecasts, with no interim year forecasts, is the preferred option for the Schedule 3 format;
- (vi) As an alternative to (v), if the ‘Mock A’ format of Schedule 3 is approved, then the Hemson population and employment forecasts for the 2031 and 2041 time periods be incorporated into Schedule 3 rather than maintaining the current 2019 Schedule 3 numbers;
- (vii) The Housing by Type forecast included in the “Hemson Greater Golden Horseshoe: Growth Forecasts to 2051” report be revised to reflect the minimum Growth Plan policy requirements that provide a more realistic housing unit breakdown for municipalities to reference;
- (viii) As an alternative to (vii), the Hemson Housing by Type forecast could be removed from the Technical Report to avoid confusion; and,
- (ix) The Local Planning Appeal Tribunal proceedings regarding the 2011 Ministry modifications to the Urban Hamilton Official Plan and the 2009 Ministry modifications to the Rural Hamilton Official Plan shall be continued and disposed of in accordance with the 2019 Growth Plan, as amended, and the boundaries of the settlement area in the Urban Hamilton Official Plan shall not be modified by the LPAT and shall not be modified until a municipal comprehensive review has been completed except in accordance with Growth Plan policies 2.2.8.4 and 2.2.8.5.
- (x) ***The City of Hamilton does not support the proposed revision to Growth plan policy 4.2.8.2 (a) which would permit new mineral aggregate operations and wayside pits and quarries within the habitat of endangered and threatened species. The City does not support***

***any permission for new or expanded mineral aggregate operations within the habitat of endangered and threatened species within any part of Hamilton, including lands within the Growth Plan, Greenbelt Plan and Niagara Escarpment Plan areas.***

- (b) That the Province of Ontario be advised the City of Hamilton provides the following comments and recommended changes to the Revised Land Needs Assessment Methodology A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (ERO #019-1679):
- (i) The Land Needs Assessment methodology provides a detailed, standardized approach to the completion of the LNA and remove any opportunities for doubt or debate regarding the approach to LNA completion. The revised methodology should be presented in a detailed stand-alone document similar the 2018 version;
  - (ii) The Province provide greater detail as to how market demand is to be defined to remove opportunities for lengthy tribunal debates over this topic and provide direction on how municipalities can reconcile market demand with the required Growth Plan intensification and density targets; and,
  - (iii) The completion and approval of the LNA **methodology** should not require additional public consultation, potentially resulting in lengthy debates and delays, as the completion of a Land Needs Assessment is a technical document, and it is understood that municipalities consulted on LNA inputs such as intensification and density targets.
- (c) That the City Clerk's Office be directed to forward Report PED19033(b) to the Ministry of Municipal Affairs and Housing, and this Report is considered the City of Hamilton's formal comments on Amendment 1 to A Place to Grow (ERO posting 019-1680) and the Revised Land Needs Assessment Methodology (ERO posting 019-1679).

At Council's request, Item 5 (a)(ix), was voted on separately as follows:

**Result: Item 5 (a)(ix) CARRIED by a vote of 14 to 2, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES- Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NO - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek

YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
NO - Ward 9 Councillor Brad Clark

**Result: Balance of the Main Motion (Item 5) as Amended, CARRIED by a vote of 16 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**Result: Motion on the balance of Planning Committee Report 20-008, CARRIED by a vote of 16 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**(Pearson/Johnson)**

That the Committee of the Whole Rise and Report.



**Result: Motion CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
CONFLICT - Ward 9 Councillor Brad Clark

<b>MOTIONS</b>
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**6.1 Amending the Licensing and Application Process for Cannabis Retail Stores to Consider Radial Separation from Other Cannabis Locations****(Jackson/Merulla)**

WHEREAS in late 2018 the Council of the City of Hamilton permitted Cannabis Retail Stores to operate in accordance with the *Cannabis Licence Act, 2018*;

WHEREAS in late 2018 the Council of the City of Hamilton submitted the City of Hamilton Cannabis Policy Statement to the Province of Ontario, along with a request that it be used to guide the Province in making decisions on the approval of cannabis licenses in the City of Hamilton;

WHEREAS the City of Hamilton Cannabis Policy Statement states that Cannabis Retail Stores should not be permitted in areas that already have a high concentration of Cannabis Retail Stores (ie. “clustering” of stores should be avoided);

WHEREAS the Province of Ontario passed O.Reg 468/18 under the *Cannabis Licence Act, 2018* which outlines considerations for issuing Cannabis Retail Stores, but does not include high concentration or radial separation of Cannabis Retail Stores as a consideration;

WHEREAS in early 2019 the Province of Ontario announced that the Alcohol and Gaming Commission of Ontario (AGCO) would conduct a lottery to permit 25 private cannabis retail store authorizations two of which went to City of Hamilton locations;

WHEREAS in late 2019 the Province of Ontario announced that the AGCO had been given regulatory authority to open the market for retail cannabis stores beginning in January 2020, without the need for a lottery;

WHEREAS the AGCO has continued to send Cannabis Retail Store applications to the City of Hamilton for the required 15-day comment period;

WHEREAS the City has reviewed 49 Cannabis Retail Store applications for comment since January 2020; and

WHEREAS the AGCO does not take into consideration radial separation for Cannabis Retail Stores.

THEREFORE, BE IT RESOLVED:

- (a) That the Mayor contact the Premier of Ontario, Ministry of Attorney General, and local Members of Provincial Parliament to ask that the Province consider amending its licensing and application process for Cannabis Retail Stores to consider radial separation from other cannabis locations.
- (b) That the request be sent to other municipalities in Ontario, including the Association of Municipalities of Ontario for their endorsement.
- (c) That Staff be requested to submit heat maps outlining the location of all proposed AGCO Cannabis Retail Store in the City on all AGCO Cannabis Retail Store applications.

**Result: Motion CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeeck  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
CONFLICT - Ward 9 Councillor Brad Clark

**6.2 Amendment to Item 6.2 of the Council Minutes 20-013 respecting the Financial Impact of Declining Transit Revenues**

**(Collins/Jackson)**

That Item 6.2 of the Council Minutes 20-013, respecting the Financial Impact of Declining Transit Revenues, be amended by deleting the words “Public Works

Committee” and replacing them with the words “General Issues Committee”, to read as follows:

## 6.2 Financial Impact of Declining Transit Revenues

WHEREAS, it is estimated that transit ridership is currently down 70%;

WHEREAS, transit ridership fell 4% after the 2008 recession and 2019 ridership is relatively unchanged from 2008 ridership numbers;

WHEREAS, it is anticipated that recovery and post recovery transit ridership will be well below average annual pre-COVID levels for the foreseeable future;

WHEREAS, the decline in ridership will result in a significant loss in farebox and transit ridership revenue in 2020 and 2021;

WHEREAS, the *Municipal Act* requires municipalities to pass balanced budgets, thereby offsetting lost transit ridership revenues through the potential of an increase in tax levy;

WHEREAS, the City’s Transit Area Rating formula is largely weighted to the former City of Hamilton; and,

WHEREAS, it is anticipated that the cost of declining transit revenues will be shifted primarily to the former City of Hamilton;

THEREFORE, BE IT RESOLVED:

That staff be directed to provide a report to the ~~Public Works Committee~~ **General Issues Committee** that summarizes the financial impact of declining transit revenues, and a list of options available to Council to temporarily offset the loss in 2021.

**Result: Motion CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson

YES - Deputy Mayor - Ward 10 Councillor Maria Pearson

YES - Ward 9 Councillor Brad Clark

**6.3 Amendment to Item 6.2 of Council Minutes 20-011, respecting the Installation of Speed Cushions on Rendell Boulevard, Hamilton, between Fennell Avenue East and Queensdale Avenue East (Ward 6)**

**(Jackson/Whitehead)**

That recommendation (a) of Item 6.2 of Council Minutes 20-011, respecting the Installation of Speed Cushions on Rendell Boulevard, Hamilton, between Fennell Avenue East and Queensdale Avenue East (Ward 6), be amended to increase the number of speed cushions from two to four and change the funding source, as follows:

**6.2 Installation of Speed Cushions on Rendell Boulevard, Hamilton, between Fennell Avenue East and Queensdale Avenue East (Ward 6)**

WHEREAS, residents are requesting the installation of traffic calming measures along Rendell Boulevard via a petition to address roadway safety concerns as a result of speeding and cut-through traffic;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to install ~~two~~ **four** speed cushions on Rendell Boulevard, Hamilton, between Fennell Avenue East and Queensdale Avenue East, in 2020, at a total cost not to exceed \$13,000 ~~\$26,000~~, be funded from the ~~Ward 6 Area Rating Capital Reserve Fund (408056)~~ **Ward 6 Capital Reinvestment Discretionary Account (3301909600)**; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents with such terms and conditions in a form satisfactory to the City Solicitor.

**Result: Motion CARRIED by a vote of 14 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson

YES - Ward 2 Councillor Jason Farr

YES - Ward 3 Councillor Nrinder Nann

YES - Ward 4 Councillor Sam Merulla

YES - Ward 5 Councillor Chad Collins

YES - Ward 6 Councillor Tom Jackson

NOT PRESENT - Ward 7 Councillor Esther Pauls

YES - Ward 8 Councillor John-Paul Danko

YES - Mayor Fred Eisenberger

YES - Ward 15 Councillor Judi Partridge

YES - Ward 14 Councillor Terry Whitehead

YES - Ward 13 Councillor Arlene VanderBeek

YES - Ward 12 Councillor Lloyd Ferguson

YES - Ward 11 Councillor Brenda Johnson

YES - Deputy Mayor - Ward 10 Councillor Maria Pearson

YES - Ward 9 Councillor Brad Clark

#### **6.4 Special Enforcement Area with Increased Fines – Johnson Tew Park**

##### **(VanderBeek/Partridge)**

That Council waive the notice provision within By-law 07-351, a By-Law to Adopt and Maintain a Policy with Respect to the Provision of Public Notice in order for an amendment to be made to By-law 17-225, a By-law to Establish a System of Administrative Penalties effective immediately.

**Result: Motion CARRIED on 2/3 Majority vote of 15 to 0, as follows:**

YES – Ward 1 Councillor Maureen Wilson

YES - Ward 2 Councillor Jason Farr

YES - Ward 3 Councillor Nrinder Nann

YES - Ward 4 Councillor Sam Merulla

YES - Ward 5 Councillor Chad Collins

YES – Ward 6 Councillor Tom Jackson

NOT PRESENT - Ward 7 Councillor Esther Pauls

YES - Ward 8 Councillor John-Paul Danko

YES - Mayor Fred Eisenberger

YES - Ward 15 Councillor Judi Partridge

YES - Ward 14 Councillor Terry Whitehead

YES - Ward 13 Councillor Arlene VanderBeek

YES - Ward 12 Councillor Lloyd Ferguson

YES - Ward 11 Councillor Brenda Johnson

YES - Deputy Mayor - Ward 10 Councillor Maria Pearson

YES - Ward 9 Councillor Brad Clark

##### **(VanderBeek/Partridge)**

WHEREAS, on April 10, 2019 Council approved Amendments to By-law 01-218, being a By-law to Regulate On-Street Parking (the “On-Street Parking By-law”) and By-law 17-225, being a By-law to Establish a System of Administrative Penalties (the “Administrative Penalties By-law”) which created Special Enforcement Areas utilizing an increased fine structure and enforcement strategy to provide relief to local residents from serious negative parking impacts in the Greenville Waterfall Area;

WHEREAS, since the Special Enforcement Areas were created in April 2019, parking penalty issuance in the Medwin Drive and Tews Lane Area has decreased by 57%; and

WHEREAS, staff, in consultation with the Ward 13 Councillor, recommend the implementation of similar amendments to By-law 01-219, being a By-law to Manage and Regulate Municipal Parks (the “Parks By-law”) and corresponding amendments to By-law 17-225, being the Administrative Penalties By-law to create Special Enforcement Areas to increase the fine structure for certain parking infractions within Johnson Tew Park to further alleviate parking issues in the vicinity of Tew Falls.

THEREFORE, BE IT RESOLVED:

- (a) That By-law 01-219, being a By-law to Manage and Regulate Municipal Parks (the “Parks By-law”) be amended, to enforce parking related matters utilizing a Special Enforcement Area, as attached hereto as Appendix “A”; and
- (b) That By-law 17-225, being a By-law to Establish a System of Administrative Penalties be amended, by adding Items 14 - 17 to Table 4, as attached hereto as Appendix “A”.

**Result: Motion CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

### **6.5 Appointment to the Planning Committee**

**(Partridge/Pearson)**

That Councillor Ferguson be appointed to the Planning Committee, for the balance of the 2018 to 2022 term of Council.

**Result: Motion CARRIED by a vote of 14 to 1, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
NO - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek

- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Deputy Mayor - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

**6.6 Reconsideration of Item 5 of the Audit, Finance and Administration Report 19-008 of the May 22, 2019 Council Minutes (19-010) respecting Changing the Time of Council Meetings**

**(Whitehead/Partridge)**

That Item 5 of the Audit, Finance and Administration Report 19-008 of the May 22, 2019 Council Minutes (19-010) respecting Changing the Time of Council Meetings which reads as follows, be reconsidered:

**5. Governance Review Sub-Committee Report 19-003 - April 25, 2019 (Item 10.4)**

**(c) Changing the Time of Council Meetings (Referred from Council at it's meeting of February 27, 2019) (Item 11.1)**

WHEREAS, Council does feel at present that the Council meetings held at 5:00 p.m., should be moved to an earlier time;

WHEREAS, an amendment to the time of Council meetings would constitute an amendment to the By-law to Govern the Proceedings of Council and Committees of Council;

WHEREAS, an amendment to the By-law to Govern the Proceedings of Council and Committees of Council requires that public notice be placed in the newspaper a minimum of 14 days prior to the Committee meeting; and,

WHEREAS, Council has mandated the Governance Review Sub-Committee the task of making recommendations on matters pertaining to governance structure and the governing proceedings of Council and its' committees.

THEREFORE, BE IT RESOLVED:

- (i) That Section 3.2 of the By-law to Govern the Proceedings of Council and Committees of Council **be amended** to reflect a **9:30 a.m.** start time as follows:

**3.2 Regular Council Meeting Times**

- (1) Unless otherwise decided by Council, Regular Council meetings shall be held:

- (a) in January:

on the fourth Wednesday of the month, commencing at **9:30 a.m.** unless such day is a public or civic holiday, in which case Council shall set an alternate day and time;

- (b) in February, April, May, June, September, October and November:

every second and fourth Wednesday of each month, commencing at **9:30 a.m.**, unless such day is a public or civic holiday, in which case Council shall set an alternate day and time;

- (c) in March:

on the fourth Wednesday of the month, commencing at **9:30 a.m.** unless such day is a public or civic holiday, in which case Council shall set an alternate day and time;

- (d) in July and August:

on a Friday of each month (one meeting per month), commencing at 9:30 a.m., unless such a day is a public or civic holiday, in which case Council shall set an alternate day and time;

- (e) in December:

on the second Wednesday of the month, commencing a 9:30 a.m., unless such a day is a public or civic holiday, in which case Council shall set an alternative day and time; or

- (f) in accordance with the schedule approved by Council.

- (ii) That the regular meetings of the City Council for the remainder of 2019, be held at 9:30 a.m.;
- (iii) That, from time to time, there may be a need for Special Council Meeting at 5:00 p.m. to accommodate a Ceremonial Activity where the individuals being recognized are unable to attend a meeting during the day; and
- (iv) That the required notice be placed in the newspaper a minimum of 14 days prior to the Audit, Finance &



Administration Committee meeting when the amendment is to be considered.

**Result: Motion CARRIED by a 2/3's majority vote of 11 to 4, as follows:**

NO - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
NO - Ward 3 Councillor Nrinder Nann  
NO - Ward 4 Councillor Sam Merulla  
NO - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**(Whitehead/Partridge)**

That Item 5 of the Audit, Finance and Administration Report 19-008 of the May 22, 2019 Council Minutes (19-010) respecting Changing the Time of Council Meetings which reads as follows, be considered:

**5. Governance Review Sub-Committee Report 19-003 - April 25, 2019 (Item 10.4)**

**(c) Changing the Time of Council Meetings (Referred from Council at its meeting of February 27, 2019) (Item 11.1)**

WHEREAS, Council does feel at present that the Council meetings held at 5:00 p.m., should be moved to an earlier time;

WHEREAS, an amendment to the time of Council meetings would constitute an amendment to the By-law to Govern the Proceedings of Council and Committees of Council;

WHEREAS, an amendment to the By-law to Govern the Proceedings of Council and Committees of Council requires that public notice be placed in the newspaper a minimum of 14 days prior to the Committee meeting; and,

WHEREAS, Council has mandated the Governance Review Sub-Committee the task of making recommendations on matters pertaining to governance structure and the governing proceedings of Council and its' committees.

THEREFORE, BE IT RESOLVED:

- (i) That Section 3.2 of the By-law to Govern the Proceedings of Council and Committees of Council **be amended** to reflect a **9:30 a.m.** start time as follows:

**3.2 Regular Council Meeting Times**

(1) Unless otherwise decided by Council, Regular Council meetings shall be held:

(a) in January:

on the fourth Wednesday of the month, commencing at **9:30 a.m.** unless such day is a public or civic holiday, in which case Council shall set an alternate day and time;

(b) in February, April, May, June, September, October and November:

every second and fourth Wednesday of each month, commencing at **9:30 a.m.**, unless such day is a public or civic holiday, in which case Council shall set an alternate day and time;

(c) in March:

on the fourth Wednesday of the month, commencing at **9:30 a.m.** unless such day is a public or civic holiday, in which case Council shall set an alternate day and time;

(d) in July and August:

on a Friday of each month (one meeting per month), commencing at 9:30 a.m., unless such a day is a public or civic holiday, in which case Council shall set an alternate day and time;

(e) in December:

on the second Wednesday of the month, commencing a 9:30 a.m., unless such a day is a public or civic holiday, in which case

Council shall set an alternative day and time;  
or

- (f) in accordance with the schedule approved by Council.
- (ii) That the regular meetings of the City Council for the remainder of 2019, be held at 9:30 a.m.;
- (iii) That, from time to time, there may be a need for Special Council Meeting at 5:00 p.m. to accommodate a Ceremonial Activity where the individuals being recognized are unable to attend a meeting during the day; and
- (iv) That the required notice be placed in the newspaper a minimum of 14 days prior to the Audit, Finance & Administration Committee meeting when the amendment is to be considered.

**(Whitehead/Partridge)**

That Item 5 of the Audit, Finance and Administration Report 19-008 of the May 22, 2019 Council Minutes (19-010) respecting Changing the Time of Council Meetings, be **amended** to read as follows:

**5. Governance Review Sub-Committee Report 19-003 - April 25, 2019 (Item 10.4)**

**(c) Changing the Time of Council Meetings (Referred from Council at it's meeting of February 27, 2019) (Item 11.1)**

That Section 3.2 of the By-law to Govern the Proceedings of Council and Committees of Council **be amended** to reflect a **9:30 a.m.** start time as follows:

**3.2 Regular Council Meeting Times**

- (1) Unless otherwise decided by Council, Regular Council meetings shall be held:
  - (a) in January:
    - on the fourth Wednesday of the month, commencing at **9:30 a.m.** unless such day is a public or civic holiday, in which case Council shall set an alternate day and time;
  - (b) in February, April, May, June, September, October and November:

every second and fourth Wednesday of each month, commencing at **9:30 a.m.**, unless such day is a public or civic holiday, in which case Council shall set an alternate day and time;

(c) in March:

on the fourth Wednesday of the month, commencing at **9:30 a.m.** unless such day is a public or civic holiday, in which case Council shall set an alternate day and time;

(d) in July and August:

on a Friday of each month (one meeting per month), commencing at 9:30 a.m., unless such a day is a public or civic holiday, in which case Council shall set an alternate day and time;

(e) in December:

on the second Wednesday of the month, commencing a 9:30 a.m., unless such a day is a public or civic holiday, in which case Council shall set an alternative day and time; or

(f) in accordance with the schedule approved by Council.

**(2) *That, from time to time, there may be a need for Special Council Meeting at 5:00 p.m. to accommodate a Ceremonial Activity where the individuals being recognized are unable to attend a meeting during the day; and***

**(3)** Advance notice of meetings for the public's information may be found by accessing the Committee and Council Meeting Calendar on the City's website at [www.hamilton.ca](http://www.hamilton.ca)

**Result: Motion, as Amended CARRIED by a vote of 11 to 4, as follows:**

NO - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
NO - Ward 3 Councillor Nrinder Nann  
NO - Ward 4 Councillor Sam Merulla  
NO - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls

YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**6.7 1200-1280 Rymal Road East and 385 Nebo Road - Extension of Development Charge Credit**

**(Jackson/Partridge)**

WHEREAS the owners of 385 Nebo and 1200-1280 Rymal Road are seeking an extension to the Development Charge demolition credit that expired in December 2018;

WHEREAS the City allows for credits against Development Charges for demolitions, to account for the fact that the servicing already existed for the previous development, and should therefore be credited to the new development;

WHEREAS demolition credits are typically granted for 5 year periods, but are extendable under the DC By-law by staff, in certain circumstances, or by Council;

WHEREAS the demolition credit is based on a demolition that occurred in August 2008 and was previously extended to December 2018 by City staff due to delays beyond the developer's control to obtain the necessary Ministry of Environment approvals;

WHEREAS, since resolving the MOE requirements, the owners have been taking all reasonable steps to advance their development through site plan approval, minor variance approval, and Building Permit approval;

WHEREAS the owner has now obtained all necessary City approvals and is ready to immediately commence development once the issue of the demolition credit is resolved;

**THEREFORE BE IT RESOLVED**

That the City Development Charges (DC) demolition credits of 39,930.85 industrial square feet and 2,152.78 non-industrial square feet, for the lands known as 385 Nebo Road and 1200 – 1280 Rymal Road be extended to the effect that all 42,083.63 square feet will expire December 31, 2020

That any foregone DC revenue related to the extension of DC demolition credits for the lands known as 385 Nebo Road and 1200 – 1280 Rymal Road, currently estimated at \$535 K total, be funded through the Waterworks Capital Reserve (108015), the Sanitary Sewer Reserve (108005), the Storm Sewer Reserve (108010)

and the Tax Supported DC Exemptions Recovery Project (2051580510), currently estimated at \$5 K, \$192 K, \$91 K, and \$247 K respectively.

**Result: Motion CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 3 Councillor Nrinder Nann  
 YES - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins  
 YES – Ward 6 Councillor Tom Jackson  
 NOT PRESENT - Ward 7 Councillor Esther Pauls  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Mayor Fred Eisenberger  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 14 Councillor Terry Whitehead  
 YES - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
 YES - Ward 9 Councillor Brad Clark

**6.8 Amendment to Item 4.7 of the Council Minutes of June 24, 2020, respecting Correspondence from Eric Miller, Chair, Hamilton Farmers' Market Board of Directors requesting that City Council Support the Hamilton Farmers' Market with an Equivalence of the Canadian Commercial Rent Assistance Program (CECRA) Program**

**(Farr/Whitehead)**

That the recommendation as shown below in Item 4.7 be deleted in its entirety and replaced with the following in lieu thereof, to read as follows:

- 4.7 Correspondence from Eric Miller, Chair, Hamilton Farmers' Market Board of Directors requesting that City Council support the Hamilton Farmers' Market with an equivalence of the Canadian commercial Rent Assistance Program (CECRA) program.

~~Recommendation: Be received and referred to the General Manager of Finance and Corporate Services for a report back to General Issues Committee in July 2020.~~

***Recommendation:***

- (a) Be received and referred to the September 14, 2020 Annual General Meeting of the Sole Voting Member of the Hamilton Farmers' Market; and,***

- (b) *Be referred to the General Manager of Finance and Corporate Services for a report to the Sole Voting Member of the Hamilton Farmers' Market at its meeting of September 14, 2020.*

**Result: Motion CARRIED by a vote of 15 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

## **6.9 Request for the Immediate Reinstatement of the Suspension of Evictions**

### **(Whitehead/Nann)**

WHEREAS, there are 6231 households on the Access to Housing Social Housing Waitlist;

WHEREAS, rental housing continues to be under pressure from condominium conversion and reduced new construction;

WHEREAS, the local need for affordable rental housing has grown at a faster pace than supply;

WHEREAS, access to safe, affordable and stable housing is a social determinant of health;

WHEREAS, Bill 184, Protecting Tenants and Strengthening Community Housing Act, 2020, was introduced in order to protect vulnerable residents from facing housing instability as a result of the pandemic;

WHEREAS, the end to the eviction freeze may have significant impacts on those individuals most affected from the economic impacts of the COVID-19 pandemic; and,

WHEREAS, rental housing is an essential form of housing stock the meets the needs of diverse Hamiltonians;

## THEREFORE BE IT RESOLVED:

- (a) That Council request the Province of Ontario, through the Ministry of the Attorney General, the Ministry of Children, Community and Social Services and the Ministry of Municipal Affairs and Housing to immediately reinstate the suspension of evictions to ensure those most affected by the COVID-19 pandemic remain in stable housing; and
- (b) That Council request the Province of Ontario, through the Ministry of the Attorney General, the Ministry of Children, Community and Social Services and the Ministry of Municipal Affairs and Housing provide the following, should the suspension of evictions remain lifted:
- (i) provide open data on eviction applications heard before the Landlord and Tenant Board, including the type of notice provided by landlords to tenants, the type of application made by landlords to the Landlord and Tenant Board, the size of the household before the Landlord and Tenant Board and the outcome of the application, including the content of any orders (i.e., evicted, not evicted, ordered to repay arrears, etc.);
  - (ii) identify tenants in need of housing support services through the eviction process and provide these services for every household that is evicted through the Landlord and Tenant Board, with a goal of timely re-housing;
  - (iii) provide and fund emergency shelter spaces and related supports in municipalities for households evicted through the Landlord and Tenant Board at no cost to the municipality until proper housing can be provided for those households; and,
  - (iv) invest in the development of affordable rental housing and housing benefits in municipalities, commensurate with population and core housing need, and prioritize access for renters who have been evicted and for those who are paying more than 30 percent of income on rent and may be at risk of being evicted;

**(Whitehead/Nann)**

That the motion respecting a Request for the Immediate Reinstatement of the Suspension of Evictions, be **amended** by adding sub-section (c), as follows:

- (c) *That the motion respecting a Request for the Immediate Reinstatement of the Suspension of Evictions be forwarded to Association of Municipalities; local Members of Parliament and Provincial Parliament and all Ontario Municipalities for endorsement.***

**Result: Amendment, CARRIED by a vote of 12 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann



YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
NOT PRESENT – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
CONFLICT - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
CONFLICT - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

Main Motion, as **Amended**, to read as follows:

WHEREAS, there are 6231 households on the Access to Housing Social Housing Waitlist;

WHEREAS, rental housing continues to be under pressure from condominium conversion and reduced new construction;

WHEREAS, the local need for affordable rental housing has grown at a faster pace than supply;

WHEREAS, access to safe, affordable and stable housing is a social determinant of health;

WHEREAS, Bill 184, Protecting Tenants and Strengthening Community Housing Act, 2020, was introduced in order to protect vulnerable residents from facing housing instability as a result of the pandemic;

WHEREAS, the end to the eviction freeze may have significant impacts on those individuals most affected from the economic impacts of the COVID-19 pandemic; and,

WHEREAS, rental housing is an essential form of housing stock that meets the needs of diverse Hamiltonians;

THEREFORE BE IT RESOLVED:

- (a) That Council request the Province of Ontario, through the Ministry of the Attorney General, the Ministry of Children, Community and Social Services and the Ministry of Municipal Affairs and Housing to immediately reinstate the suspension of evictions to ensure those most affected by the COVID-19 pandemic remain in stable housing; and
- (b) That Council request the Province of Ontario, through the Ministry of the Attorney General, the Ministry of Children, Community and Social Services and the

Ministry of Municipal Affairs and Housing provide the following, should the suspension of evictions remain lifted:

- (i) provide open data on eviction applications heard before the Landlord and Tenant Board, including the type of notice provided by landlords to tenants, the type of application made by landlords to the Landlord and Tenant Board, the size of the household before the Landlord and Tenant Board and the outcome of the application, including the content of any orders (i.e., evicted, not evicted, ordered to repay arrears, etc.);
- (ii) identify tenants in need of housing support services through the eviction process and provide these services for every household that is evicted through the Landlord and Tenant Board, with a goal of timely re-housing;
- (iii) provide and fund emergency shelter spaces and related supports in municipalities for households evicted through the Landlord and Tenant Board at no cost to the municipality until proper housing can be provided for those households; and
- (iv) invest in the development of affordable rental housing and housing benefits in municipalities, commensurate with population and core housing need, and prioritize access for renters who have been evicted and for those who are paying more than 30 percent of income on rent and may be at risk of being evicted;

***(c) That the motion respecting a Request for the Immediate Reinstatement of the Suspension of Evictions be forwarded to Association of Municipalities; local Members of Parliament and Provincial Parliament and all Ontario Municipalities for endorsement.***

**Result: Main Motion, as Amended, CARRIED by a vote of 11 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 3 Councillor Nrinder Nann  
 CONFLICT - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins  
 NOT PRESENT – Ward 6 Councillor Tom Jackson  
 NOT PRESENT - Ward 7 Councillor Esther Pauls  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Mayor Fred Eisenberger  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 14 Councillor Terry Whitehead  
 CONFLICT - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 CONFLICT - Deputy Mayor - Ward 10 Councillor Maria Pearson  
 YES - Ward 9 Councillor Brad Clark

**6.10 Amendment to Item 5.4 (d) of Council Minutes 20-006 respecting the Municipal Incentives for the 90 Carling Street Rental Project (HSC20009) (Ward 1)****(Wilson/Merulla)**

WHEREAS, staff have advised that Recommendation (a) to Item 5.4 (d) of the Council Minutes 20-006, respecting Report HSC20009, Municipal Incentives for the 90 Carling Street Rental Project, states that approval of the Municipal Housing Project Facilities By-Law and term sheet for the Municipal Housing Project Facilities Agreement is contingent upon 1649626 Ontario Inc. obtaining funds from Canada Mortgage and Housing Corporation in the amount of \$5.68 M;

WHEREAS, staff have advised that the report should not have made the by-law and term sheet approval contingent on Canada Mortgage and Housing Corporation funds as commitment of those funds is contingent on a signed Municipal Housing Project Facilities Agreement; and,

WHEREAS, staff have advised that the amount of \$5.68 M was incorrectly identified as the amount of funds to be provided by the Canada Mortgage and Housing Corporation to the project;

THEREFORE, BE IT RESOLVED:

That Item 5.4(d) (a) of the Council Minutes 20-006, respecting Report HSC20009, Municipal Incentives for the 90 Carling Street Rental Project, which was approved by Council on April 8, 2020, be **amended** by deleting the words “contingent upon 1649626 Ontario Inc. obtaining funds from Canada Mortgage and Housing Corporation in the amount of \$5.68 M”, as follows:

- (a) That Hamilton 90 Carling Street Municipal Housing Project Facilities By-Law, attached as Appendix “A” and Term Sheet for Municipal Housing Project Facilities Agreements – 90 Carling Street, attached as Appendix “B” to Report HSC20009, regarding Municipal Incentives for the Carling Street Rental Project, be approved ~~contingent upon 1649626 Ontario Inc. obtaining funds from Canada Mortgage and Housing Corporation in the amount of \$5.68 M;~~

**Result: Motion CARRIED by a vote of 14 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead

YES - Ward 13 Councillor Arlene VanderBeek  
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

<b>NOTICES OF MOTION</b>
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**7.1 Reconsideration of Item 5 of the Audit, Finance and Administration Report 19-008 of the May 22, 2019 Council Minutes (19-010) respecting Changing the Time of Council Meetings**

**(Whitehead/Partridge)**

- (a) That the Rules of Order be waived to allow for the introduction of a Motion respecting Reconsideration of Item 5 of the Audit, Finance and Administration Report 19-008 of the May 22, 2019 Council Minutes (19-010) respecting Changing the Time of Council Meetings; and
- (b) That Council waive the notice provision within By-law 07-351, a By-Law to Adopt and Maintain a Policy with Respect to the Provision of Public Notice in order for an amendment to be made to the Procedural By-law effective immediately.

**Result: Motion CARRIED by a 2/3's majority vote of 12 to 3, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
NO - Ward 3 Councillor Nrinder Nann  
NO - Ward 4 Councillor Sam Merulla  
NO - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

Refer to Item 6.6 for further disposition of this item.

**7.2 1200-1280 Rymal Road East and 385 Nebo Road - Extension of Development Charge Credit**

**(Jackson/Partridge)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting 1200-1280 Rymal Road East and 385 Nebo Road - Extension of Development Charge Credit.

**Result: Motion CARRIED by a 2/3's majority vote of 15 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Chad Collins
- YES – Ward 6 Councillor Tom Jackson
- NOT PRESENT - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- YES - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Deputy Mayor - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

Refer to Item 6.7 for further disposition of this item.

**7.3 Amendment to Item 4.7 of the Council Minutes of June 24, 2020, respecting Correspondence from Eric Miller, Chair, Hamilton Farmers' Market Board of Directors requesting that City Council Support the Hamilton Farmers' Market with an Equivalence of the Canadian Commercial Rent Assistance Program (CECRA) Program**

**(Farr/Whitehead)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting an Amendment to Item 4.7 of the Council Minutes of June 24, 2020, respecting Correspondence from Eric Miller, Chair, Hamilton Farmers' Market Board of Directors requesting that City Council Support the Hamilton Farmers' Market with an Equivalence of the Canadian Commercial Rent Assistance Program (CECRA) Program.

**Result: Motion CARRIED by a 2/3's majority vote of 15 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Chad Collins

YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

Refer to Item 6.8 for further disposition of this item.

#### **7.4 Request for the Immediate Reinstatement of the Suspension of Evictions**

**(Whitehead/Nann)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting a Request for the Immediate Reinstatement of the Suspension of Evictions.

**Result: Motion CARRIED by a 2/3's majority vote of 14 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
CONFLICT - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

Refer to Item 6.9 for further disposition of this item.

#### **7.5 Amendment to Item 5.4 (d) of Council Minutes 20-006 respecting the Municipal Incentives for the 90 Carling Street Rental Project (HSC20009) (Ward 1)**

**(Wilson/Merulla)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting an Amendment to Item 5.4 (d) of Council Minutes 20-006 respecting the Municipal Incentives for the 90 Carling Street Rental Project (HSC20009) (Ward 1).

**Result: Motion CARRIED by a 2/3's majority vote of 13 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Chad Collins
- NOT PRESENT – Ward 6 Councillor Tom Jackson
- NOT PRESENT - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- YES - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Deputy Mayor - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

Refer to Item 6.10 for further disposition of this item.

**STATEMENTS BY MEMBERS**

Members of Council used this opportunity to discuss matters of general interest.

**PRIVATE & CONFIDENTIAL**

Council determined that discussion of Item 9.1 was not required in Closed Session; therefore, the matter was addressed in Open Session, as follows:

**9.1 Closed Session Minutes – August 13, 2020**

**(Johnson/Pearson)**

That the Closed Session Minutes dated August 13, 2020 be approved, as presented, and remain confidential.

**Result: Motion CARRIED by a vote of 14 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Chad Collins
- YES – Ward 6 Councillor Tom Jackson
- NOT PRESENT - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge

YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**(VanderBeek/Pearson)**

That Council move into Closed Session respecting Items 9.2 and 9.3, pursuant to Section 8.1, Sub-sections (e) and (f) of the City's Procedural By-law 18-270, as amended; and, Section 239(2), Sub-sections (e) and (f) of the *Ontario Municipal Act, 2001*, as amended, as the subject matters pertain to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

**Result: Motion CARRIED by a vote of 12 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
NOT PRESENT - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT- Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**9.2 Encampment Litigation Update (LS20023(a)) (City Wide)**

**(Farr/Collins)**

- (a) That the direction provided to staff in Closed Session respecting Report LS20023(a), the Encampment Litigation Update, be approved; and,
- (b) That Report LS20023(a), respecting the Encampment Litigation Update, remain confidential

**Result: Motion CARRIED by a vote of 9 to 3, as follows:**

NO - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
NO - Ward 3 Councillor Nrinder Nann  
NOT PRESENT - Ward 4 Councillor Sam Merulla



YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
NO- Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
NOT PRESENT - Ward 9 Councillor Brad Clark

**9.3 Potential Litigation – Building Permit Issue (LS19035(a))**

**(VanderBeek/Partridge)**

- (a) That the direction provided to staff in Closed Session respecting Report LS19035(a), the Potential Litigation – Building Permit Issue, be approved;
- (b) That the funding for all City costs associated with the settlement, acquisition, demolition and site restoration of 10 Newman Road, Dundas, be charged to the Building Permit Revenue Stabilization Reserve (Reserve Number 104050);
- (c) That the Mayor and Clerk be authorized to execute all necessary documents for the proposed settlement, acquisition and demolition of 10 Newman Road, Dundas, in a form satisfactory to the City Solicitor, and
- (d) That Report LS19035(a), respecting the Potential Litigation – Building Permit Issue, remain confidential.

**Result: Motion CARRIED by a vote of 12 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
NOT PRESENT - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
NOT PRESENT- Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
NOT PRESENT - Ward 9 Councillor Brad Clark

<b>BY-LAWS</b>
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**(Pearson/Pauls)**

That Bills No. 20-166 to No. 20-185 be passed and that the Corporate Seal be affixed thereto, and that the By-laws, be renumbered, be signed by the Mayor and the City Clerk to read as follows:

- 20-166 To Establish City of Hamilton Land Described as Block 5 on Plan 62M-1253 as Part of Beasley Grove  
Ward: 12
  
- 20-167 To Establish City of Hamilton Land Described as Block 679 on Plan 62M-1266 as Part of Skinner Road  
Ward: 15
  
- 20-168 A By-law to Establish Certain 2020 User Fees and Charges for Services, Activities or the Use of Property  
Ward: City Wide
  
- 20-169 Being a By-law to amend By-law No. 01-219, To Manage and Regulate Municipal Parks, and Administrative Penalty By-law No. 17-225 to create Special Enforcement Areas  
Ward: 13
  
- 20-170 To Amend By-law No. 01-218, as amended, Being a By-law to Regulate On-Street Parking  
Schedule 8 (No Parking Zones)  
Schedule 12 (Permit Parking Zones)  
Schedule 13 (No Stopping Zones)  
Schedule 20 (School Bus Loading Zones)  
Ward: 1, 2, 3, 4, 6, 7, 9, 10
  
- 20-171 To Adopt the Water and Wastewater Infrastructure Support Community Improvement Project Area  
Ward: City Wide
  
- 20-172 To Adopt the Water and Wastewater Infrastructure Support Community Improvement Plan  
Ward: City Wide
  
- 20-173 To Amend City of Hamilton By-law No. 10-221, as amended, being a By-law to Prescribe Standards for the Maintenance and Occupancy of Property  
Ward: City Wide
  
- 20-174 To Amend Zoning By-law No. 3692-92 Respecting Lands Located at 42, 44, 48, 52 and 54 Lakeshore Drive, Stoney Creek  
Ward: 10  
ZAC-18-005

- 20-175 To Amend Zoning By-law No. 05-200 with Respect to Lands Located at 42, 44, 48, 52 and 54 Lakeshore Drive, Stoney Creek  
Ward: 10  
ZAC-18-005
  
- 20-176 Removal of Part Lot Control  
Part of Block 1, Registered Plan No. 62M-1253, Municipally Known as 1 Garlent Avenue and 22, 24, 26, 28 and 30 Cleland Avenue (Ancaster) (Ward 12)
  
- 20-177 Removal of Part Lot Control  
Block 2 of Registered Plan of Subdivision No. 62M-1253,  
Municipally Known as 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61 and 63 Beasley Grove, Ancaster (Ward 12)
  
- 20-178 To Amend Zoning By-law No. 6593 (Hamilton), as amended by  
By-law No. 12-251, respecting lands located at 85 Poulette Street, Hamilton  
Ward: 1  
ZAH-19-047
  
- 20-179 To Amend Zoning By-law No. 6593,  
Respecting Lands Located at 1406 Upper Gage Avenue, Hamilton  
ZAR-20-005
  
- 20-180 A By-law to Amend By-law 07-170 being a By-law to License and Regulate  
Various Businesses
  
- 20-181 To Amend By-law 05-200 Respecting Temporary Use By-law for Outdoor  
Commercial Patios  
CI 20-F
  
- 20-182 To Adopt Official Plan Amendment No. 136 to the Urban Hamilton Official Plan  
Respecting: 527 Shaver Road and 629 Garner Road West (Ancaster)  
Ward: 12
  
- 20-183 To Amend Zoning By-law No. 87-57  
Respecting Lands Located at 527 Shaver Road and 629 Garner Road West  
(Ancaster)  
Ward: 12
  
- 20-184 To Amend By-law No. 18-270, the Council Procedural By-law  
Ward: City Wide
  
- 20-185 To Confirm Proceedings of Council

**(Jackson/Farr)**

That Schedule 8 of Bill 20-170, to Amend By-law No. 01-218, as amended, Being a By-law to Regulate On-Street Parking, be **amended** by deleting the following:

Schedule	Section	Highway	Side	Location	Times	Adding/ Deleting
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~~8 – E Sherwood East 67m South Anytime Adding  
No Parking Rise of Brucedale Avenue to  
22m south  
Thereof~~

**Result: Amendment CARRIED by a vote of 12 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
NOT PRESENT - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
NOT PRESENT- Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
NOT PRESENT - Ward 9 Councillor Brad Clark

**Result: Main Motion, as Amended CARRIED by a vote of 12 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
NOT PRESENT - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
NOT PRESENT- Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
NOT PRESENT - Ward 9 Councillor Brad Clark

**(Pearson/Whitehead)**

That, there being no further business, City Council be adjourned at 8:31 p.m.

**Result: Motion CARRIED by a vote of 11 to 1, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
NOT PRESENT - Ward 4 Councillor Sam Merulla  
NO - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
NOT PRESENT - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
YES - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
NOT PRESENT- Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Deputy Mayor - Ward 10 Councillor Maria Pearson  
NOT PRESENT - Ward 9 Councillor Brad Clark

Respectfully submitted,

Mayor F. Eisenberger

Andrea Holland  
City Clerk



## SPECIAL CITY COUNCIL MINUTES 20-019

2:58 p.m.  
September 10, 2020  
Council Chamber  
Hamilton City Hall  
71 Main Street West

**Present:** Councillors E. Pauls (Acting Mayor), N. Nann, J. Farr, S. Merulla, C. Collins, T. Jackson, J.P. Danko, B. Clark, M. Pearson, L. Ferguson, A. VanderBeek, M. Wilson and J. Partridge.

**Absent:** Mayor F. Eisenberger – Personal; Councillor B. Johnson (Deputy Mayor) – Personal; Councillor T. Whitehead - Personal

Acting Mayor E. Pauls called the Special meeting of City Council to order and recognized that Council is meeting on the traditional territories of the Erie, Neutral, HuronWendat, Haudenosaunee and Mississaugas. This land is covered by the Dish with One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. It was further acknowledged that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation. The City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and it was recognized that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

<b>APPROVAL OF THE AGENDA</b>
-------------------------------

The Clerk advised that there were no changes to the agenda.

**(VanderBeek/Clark)**

- (a) That the Rules of Order be waived to allow for the addition of a Notice of Motion respecting an Interim Control By-law – Pleasant View Area to the September 16, 2020 Special Council Agenda; and
- (b) That the agenda for the September 10, 2020 meeting of Council be approved, as amended.

**Result: Motion CARRIED by a 2/3's majority vote of 13 to 0, as follows:**

YES – Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES – Acting Mayor - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
NOT PRESENT - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
NOT PRESENT - Deputy Mayor - Ward 11 Councillor Brenda Johnson  
YES - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

<b>DECLARATIONS OF INTEREST</b>
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There were no declarations of interest.

<b>MOTIONS</b>
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**3.1 Federal and Provincial Government Municipal Funding Announcements Update (FCS20071) (City Wide)**

**(Ferguson/Jackson)**

- (a) That the General Manager, Finance and Corporate Services, be authorized and directed to execute and submit the funding acknowledgement letter(s) for the Safe Restart Program, including the letter attached as Appendix “A” to Report FCS20071 and any supporting documentation to support the Hamilton funding allocation under the Safe Restart Program;
  
- (b) That staff be directed to prepare, execute and submit any required documentation to support the City of Hamilton funding allocation under the Safe Restart Program.

**Result: Motion CARRIED by a vote of 13 to 0, as follows:**

YES – Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES – Acting Mayor - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
NOT PRESENT - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge

NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
NOT PRESENT - Deputy Mayor - Ward 11 Councillor Brenda Johnson  
YES - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**3.2 Municipal Affairs and Housing Social Services Relief Fund Phase 2 (HSC20036)  
(City Wide)**

**(Merulla/Nann)**

That the General Manager of the Healthy and Safe Communities Department, or his designate, be authorized and directed to enter into and execute an Agreement with the Ministry of Municipal Affairs and Housing to administer the Social Services Relief Fund Phase 2 to a maximum amount of \$11,323,812 and any agreements with Community Services Provider(s), as well as any ancillary agreements, contracts, extensions and documents required to give effect thereto in a form satisfactory to the City Solicitor.

**Result: Motion CARRIED by a vote of 13 to 0, as follows:**

YES – Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES – Acting Mayor - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
NOT PRESENT - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
NOT PRESENT - Deputy Mayor - Ward 11 Councillor Brenda Johnson  
YES - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**3.3 Interim Control By-law – Pleasant View Area**

**(VanderBeek/Clark)**

WHEREAS the Pleasant View area of Dundas has had more than 45 years of layered provincial and local planning policy and regulations directing development in the area;

WHEREAS in July 2013, Niagara Escarpment Plan Amendment No 179 received Ministerial approval bringing the Pleasant View area into the Niagara Escarpment Plan;



WHEREAS section 38 of the *Planning Act*, R.S.O. 1990 c.P. 13, as amended, permits the council of a municipality to pass an interim control by-law where the council has directed that a review or study be undertaken in respect of land use planning policies within the municipality or in any defined area or areas thereof;

WHEREAS the City will be undertaking a land use study in respect of land use policies and future underlying zoning by-law regulations to ensure the Rural Hamilton Official Plan and underlying Zoning By-laws are in conformity with Provincial policies including the Niagara Escarpment Plan and the future development control for lands within the Pleasant View area of the former Town of Dundas;

WHEREAS City Council, at its meeting of September 11, 2019, Item 7.2 approved the following direction: (d) That staff be directed to work with the Niagara Escarpment Commission staff to petition the Ministry of Natural Resources and Forestry to put the Pleasant View Survey Lands under Development Control as soon as possible; and

WHEREAS an Interim Control By-law will allow the City to undertake and complete the aforementioned studies and work with the Ministry of Natural Resources and Forestry to put the Pleasant View Survey Lands under Development Control;

NOW THEREFORE BE IT RESOLVED:

That the Council of the Corporation of the City of Hamilton enact an Interim Control By-law, attached as Appendix "A", to restrict the use of lands identified on the Schedule attached to the Interim Control By-law for a period of one year, pending the completion of planning studies in respect of land use policies and zoning by-law regulations for the Pleasant View area.

**Result: Motion CARRIED by a vote of 13 to 0, as follows:**

YES – Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES – Acting Mayor - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
NOT PRESENT - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
NOT PRESENT - Deputy Mayor - Ward 11 Councillor Brenda Johnson  
YES - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**4.1 Interim Control By-law – Pleasant View Area****(VanderBeek/Clark)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting Interim Control By-law – Pleasant View Area.

**Result: Motion CARRIED by a 2/3's majority vote of 13 to 0, as follows:**

YES – Ward 1 Councillor Maureen Wilson  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 3 Councillor Nrinder Nann  
 YES - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins  
 YES – Ward 6 Councillor Tom Jackson  
 YES – Acting Mayor - Ward 7 Councillor Esther Pauls  
 YES - Ward 8 Councillor John-Paul Danko  
 NOT PRESENT - Mayor Fred Eisenberger  
 YES - Ward 15 Councillor Judi Partridge  
 NOT PRESENT - Ward 14 Councillor Terry Whitehead  
 YES - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson  
 NOT PRESENT - Deputy Mayor - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson  
 YES - Ward 9 Councillor Brad Clark

Refer to Item 3.3 for further disposition of this item.

**BY-LAWS**
**(Pearson/Farr)**

That Bills No. 20-186 and 20-187, be passed and that the Corporate Seal be affixed thereto, and that the By-law, be numbered, be signed by the Mayor and the City Clerk to read as follows:

- 20-186      To establish an Interim Control Zoning By-law, respecting lands within Zoning By-law No. 3581-86, in the former Town of Dundas, generally in the area bounded by Patterson Road to the north, Cootes Paradise to the south, Highway No. 6 to the east, and Valley Road / York Road to the west (Pleasant View)
- 20-187      To Confirm the Proceedings of City Council

**Result: Motion CARRIED by a vote of 13 to 0, as follows:**

YES – Ward 1 Councillor Maureen Wilson  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 3 Councillor Nrinder Nann  
 YES - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins

YES – Ward 6 Councillor Tom Jackson  
YES – Acting Mayor - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
NOT PRESENT - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
NOT PRESENT - Deputy Mayor - Ward 11 Councillor Brenda Johnson  
YES - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

**(Merulla/Farr)**

That, there being no further business, Special City Council be adjourned at 3.25 p.m.

**Result: Motion CARRIED by a vote of 13 to 0, as follows:**

YES – Ward 1 Councillor Maureen Wilson  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 3 Councillor Nrinder Nann  
YES - Ward 4 Councillor Sam Merulla  
YES - Ward 5 Councillor Chad Collins  
YES – Ward 6 Councillor Tom Jackson  
YES – Acting Mayor - Ward 7 Councillor Esther Pauls  
YES - Ward 8 Councillor John-Paul Danko  
NOT PRESENT - Mayor Fred Eisenberger  
YES - Ward 15 Councillor Judi Partridge  
NOT PRESENT - Ward 14 Councillor Terry Whitehead  
YES - Ward 13 Councillor Arlene VanderBeek  
YES - Ward 12 Councillor Lloyd Ferguson  
NOT PRESENT - Deputy Mayor - Ward 11 Councillor Brenda Johnson  
YES - Ward 10 Councillor Maria Pearson  
YES - Ward 9 Councillor Brad Clark

Respectfully submitted,

Acting Mayor E. Pauls

Lisa Kelsey  
Acting City Clerk

**Pilon, Janet**

---

**Subject:** Council Consideration on Potential Tax Levy Reduction

**From:** Viv Saunders

**Sent:** Monday, August 17, 2020 10:59 AM

**To:** DL - Council Only; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Council Consideration on Potential Tax Levy Reduction

*Andrea, please add this correspondence on to the next Council Meeting agenda*

Dear Honourable Mayor and Members of Council,

I would welcome your thoughts, comments, critique on whether the attached change in Fiscal Policy has merit.

This is an area that I don't know a lot about, but my thinking is by carving out "stormwater related expenses" & billing via the water rates, this suggested change has the potential to have citizens focus/conservate and ties into the Public Awareness campaigns already being done by the City in regards to water.

Look forward to your feedback as to whether this suggestion has merit and could also possibly result in less CSO overflows and/or a reduction in floodings.

Respectfully,

Viv Saunders

## 2021 CITY OF HAMILTON BUDGET

### POTENTIAL NET LEVY REDUCTION

**Transfer portion of Conservation Authority costs to Water/Wastewater/Stormwater (WWS) budget**

**ALIGNMENT TO 2016-2025 STRATEGIC PLAN - MISSION STATEMENT:** Same quality public service that has the potential to positively contribute to a healthy, safe and prosperous community, in a more sustainable manner

**SERVICES:** Hamilton Conservation Authority, Niagara Peninsula Conservation Authority, Grand River Conservation Authority and Conservation Halton

**2020 TAX LEVY IMPACT:** @ \$8,000,000

**CURRENT TAX LEVY %:** @ 1%

**POTENTIAL TAX LEVY REDUCTION:** @ 4,800,000 annually (@ 0.6%)

**ESTIMATED TAXPAYER IMPACT:** \$ 22.13 of the \$80 municipal taxes for Boards/Agencies/City Enrichment Fund in 2020 *(based on an average assessed value of \$380,300 for a residential property)*

#### **OVERVIEW OF POTENTIAL REDUCTION:**

The proposed reduction would transfer the cost of the stormwater-related services provided by the Conservation Authorities to WWS rates. A cursory analysis of each of the conservation authority's budgets was undertaken to determine, based on publicly available budget

documents, what portion of the net levy is related to stormwater activities. The portions of the Conservation Authorities levies related to stormwater include:

- Flood Control Structures
- Flood & Erosion Control Land purchases
- Erosion Control
- Flood Forecasting & Warning
- Technical Studies
- Watershed Monitoring, Planning, & Research
- Floodplain Mapping
- GIS & Data Management

Based on this analysis, it is estimated that 60% of the Conservation Authorities levies could be funded through WWS rates.

#### **POTENTIAL IMPACT ON THE COMMUNITY:**

The proposed reduction represents a Financial Policy decision to transfer stormwater-related Conservation Authority costs from the tax supported budget to user fees (WWS rates). The change would require a corresponding increase in the water rates

#### **POTENTIAL IMPACT ON THE CONSERVATION AUTHORITIES:**

There will be no impact to any priorities as the overall funding (via CAs levies) to the Conservation Authorities will not change.

## 4.1 (a)

**Pilon, Janet**

---

**Subject:** Council Consideration on Potential Tax Levy Reduction

**From:** Viv Saunders

**Sent:** Monday, August 17, 2020 3:31 PM

**To:** DL - Council Only; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Re: Council Consideration on Potential Tax Levy Reduction

P.S. Another advantage of this Fiscal Policy change just occurred to me. The city, via water bills, would receive funding for stormwater management much quicker than via the present system on new builds. Presently, supplemental tax bills aren't processed until @ 18 months after closing/possession which creates a lag in funding for the city. If some of the Conservation Authorities fees are allocated to water rates, funding is received one month after closings/possessions due to immediate billing of hydro/water.

On Mon, Aug 17, 2020 at 10:59 AM Viv Saunders wrote:

*Andrea, please add this correspondence on to the next Council Meeting agenda*

Dear Honourable Mayor and Members of Council,

I would welcome your thoughts, comments, critique on whether the attached change in Fiscal Policy has merit.

This is an area that I don't know a lot about, but my thinking is by carving out "stormwater related expenses" & billing via the water rates, this suggested change has the potential to have citizens focus/conserves and ties into the Public Awareness campaigns already being done by the City in regards to water.

Look forward to your feedback as to whether this suggestion has merit and could also possibly result in less CSO overflows and/or a reduction in floodings.

Respectfully,

Viv Saunders

**THE CORPORATION OF  
THE CITY OF ELLIOT LAKE**

**CERTIFIED TRUE COPY**

Moved By: T. Turner  
Seconded By: L. Cyr

THAT the City of Elliot Lake Council acknowledges and supports the following Private Member Bill put forward by Majid Jowhari: M-36, Emancipation Day, 43rd Parliament, 1 Session that reads as follows:

"THAT the House recognizes that:

The British Parliament abolished slavery in the British Empire as of August 1, 1834;

Slavery existed in the British North America prior to the abolition in 1834; Abolitionists and others who struggled against slavery, including those who arrived in Upper and Lower Canada by the Underground Railroad, have historically celebrated August 1st as Emancipation;

The Government of Canada announced on January 30, 2018 that it would officially recognize the United Nations International Decade for people of African Descent to highlight important contributions that people of African descent have made to Canadian society, and to provide a platform for confronting anti-Black racism;

The heritage of Canada's peoples of African descent and the contributions they have made and continue to make to Canada and in the opinion of the House, the Government should designate August 1 of every year as "Emancipation Day" in Canada; and

THAT support for this motion be sent to the Member of Parliament for Algoma and all House of Commons representatives; and

THAT support for this motion be sent to all municipalities in Ontario.

Resolution No. 249/20 Carried Mayor Dan Marchisella



**Certified True Copy.**

City Clerk August 14, 2020



August 17, 2020

Ulli S. Watkiss  
City Clerk  
City of Toronto  
100 Queen St. W.  
Toronto, ON M5H 2N2

Sent via email: [clerk@toronto.ca](mailto:clerk@toronto.ca)

**Re: Support to the City of Toronto in their Legal Challenge of the Amendments made under Bill 184, Section 83  
Our File 35.2.2**

Dear Ms. Watkiss,

At its meeting held on August 10, 2020, St. Catharines City Council approved the following motion:

WHEREAS the COVID-19 pandemic has caused much financial strain to residents of St. Catharines; and

WHEREAS many residents without income supports face the reality of evictions under the July 26, 2020 amendment of Provincial Bill 184 Section 83; and

WHEREAS Section 83 of Bill 184 states:

“Refusal for certain arrears of rent”

If a hearing is held in respect of an application under section 69 for an order evicting a tenant based on arrears of rent arising in whole or in part during the period beginning on March 17, 2020 and ending on the prescribed date, in determining whether to exercise its powers under subsection the Board shall consider whether the landlord has attempted to negotiate an agreement with the tenant including terms of payment for the tenant’s arrears; and

WHEREAS the City Council of Toronto voted 22-2 in support of a legal challenge of Bill 184 Section 83;

THEREFORE BE IT RESOLVED that the City of St. Catharines, City Council show support to the City of Toronto in their legal challenge of the amendments made under Bill 184, Section 83; and

BE IT FURTHER RESOLVED that this resolution be provided to the Premier's Office; the Honourable Steve Clark, Minister of Municipal Affairs and Housing; and Niagara MPPs and MPs; and

BE IT FURTHER RESOLVED that a copy of this resolution be circulated to all Ontario municipalities requesting their support.

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Bonnie Nistico-Dunk, City Clerk  
Legal and Clerks Services, Office of the City Clerk  
:em

Cc. Premier Doug Ford, [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)  
Honourable Steve Clark, Minister of Municipal Affairs and Housing, [steve.clark@pc.ola.org](mailto:steve.clark@pc.ola.org)  
Chris Bittle, MP - St. Catharines, [Chris.Bittle@parl.gc.ca](mailto:Chris.Bittle@parl.gc.ca)  
Dean Allison, MP - Niagara West, [Dean.Allison@parl.gc.ca](mailto:Dean.Allison@parl.gc.ca)  
Vance Badawey, MP - Niagara Centre, [Vance.Badawey@parl.gc.ca](mailto:Vance.Badawey@parl.gc.ca)  
Tony Baldinelli, MP - Niagara Falls, [Tony.Baldinelli@parl.gc.ca](mailto:Tony.Baldinelli@parl.gc.ca)  
Jennifer Stevens, MPP - St. Catharines, [JStevens-CO@ndp.on.ca](mailto:JStevens-CO@ndp.on.ca)  
Jeff Burch, MPP - Niagara Centre, [JBurch-QP@ndp.on.ca](mailto:JBurch-QP@ndp.on.ca)  
Wayne Gates, MPP - Niagara Falls, [wgates-co@ndp.on.ca](mailto:wgates-co@ndp.on.ca)  
Sam Oosterhoff, MPP - Niagara West-Glanbrook, [sam.oosterhoff@pc.ola.org](mailto:sam.oosterhoff@pc.ola.org)  
Ontario Municipalities

Ministry of Natural Resources and  
Forestry

Ministère des Richesses naturelles et des  
Forêts

Integrated Aggregate Operations Section    Section de la gestion intégrée des agrégats

Regional Operations Division  
300 Water Street  
Peterborough, ON K9J 3C7

Division des opérations régionales  
300, rue Water  
Peterborough (ON) K9J 3C7

E: [ARAapprovals@ontario.ca](mailto:ARAapprovals@ontario.ca)

E : [ARAapprovals@ontario.ca](mailto:ARAapprovals@ontario.ca)



August 19, 2020

**Subject: Resuming aggregate application timelines and public consultation under the Aggregate Resources Act (ARA)**

I am writing today to update you on the Ministry of Natural Resources and Forestry's approach to resume processing aggregate applications that were in process prior to the COVID-19 emergency

In March of this year the province took emergency measures to help control the spread of COVID-19 and focus on the health and well-being of the public.

Under the *Reopening Ontario (A Flexible Response to COVID-19) Act, 2020* ARA regulated timelines related to notification and consultation for new pits and quarries were paused retroactive to March 16, 2020.

The time periods relating to the notification and consultation stages, as well as the overall time periods associated with an aggregate licence or permit applications will resume on September 12, 2020.

The attached program bulletin outlines how impacted components of the ARA application process will resume on September 12, 2020. It outlines the criteria to:

- Resume the licence and permit time-periods listed in the Aggregate Resources of Ontario: Provincial Standards, Version 1.0;
- Conduct public information sessions for new licence and permit applications;
- Ensure the public has access to the application documents;
- Undertake consultation on major site plan amendments.

If you have any questions regarding the attached bulletin please contact Jason Belleghem, Senior Program Advisor – Aggregates in the Integrated Aggregate Operations Section by email at [jason.belleghem@ontario.ca](mailto:jason.belleghem@ontario.ca).

Inquiries related to approvals under the ARA can be directed to [ARAapprovals@ontario.ca](mailto:ARAapprovals@ontario.ca).

Please note that any inquiries related to the continued operation of an existing licence and/or permit (e.g., operating conditions, compliance related matters) should be directed to the responsible MNRF District Office.

Sincerely,

A handwritten signature in black ink, appearing to read 'Katie O'Connell', with a long horizontal flourish extending to the right.

Katie O'Connell  
a/Manager  
Integrated Aggregate Operations Section  
Ministry of Natural Resources and Forestry

Att: Aggregate Resources Program Bulletin

**APPROVAL SHEET**

**Final Response Due:**

If applicable

**Prepared By: Jason Belleghem**  
**Position: Sr. Program Advisor - Aggregates**  
**Section: Integrated Aggregate Operations**  
**Telephone Number: 705-772-9154**  
**Date Draft Prepared: July 23, 2020**

**Interim Response Sent:**

<b><i>Approved By</i></b>	<b><i>Name</i></b>	<b><i>Date</i></b>
Katie O'Connell A/Manager Integrated Aggregates Operations Section		
Special Instructions:		

## Aggregate Resources Program Bulletin:

### Resuming aggregate application timelines and public consultation under the Aggregate Resources Act (Post COVID-19)

**Date Issued:** August 2020

**Last Date Reviewed:** New Document

**Applicable Policies, Procedures or Directives:**

[Aggregate Resources of Ontario: Provincial Standards, Version 1.0](#)

#### **Purpose:**

This document advises aggregate applicants, municipalities, Ministries, agencies, Indigenous communities, key stakeholders and the public that aggregate application and consultation processes will resume on September 12, 2020.

It also provides consistent direction about how timelines will resume and how consultation can be undertaken given any restrictions on public gatherings that were put in place to contain the spread of the COVID-19 outbreak.

The Ministry is committed to resuming the timelines for applications in the notification and consultation stage so the process can continue.

#### **Context:**

- The time periods related to applications for new pits and quarries and for major site plan amendments are currently suspended between March 16, 2020 and September 11, 2020 under the *Reopening Ontario (A Flexible Response to COVID-19) Act, 2020*.
- This direction to resume the aggregate application processes and associated consultation with the public modifies any existing ministry policy/procedure that deals with the same subject matter, e.g., public information sessions, wording on Form 1 (Notice of Application for a Licence) and Form 2 (Notice of Public Information Session) for any application that has been affected by the suspension of timelines.

**Prescribed time periods under the Aggregate Resources Act will resume on September 12<sup>th</sup>, 2020.**

The following periods will resume, extended by the amount of time left in the prescribed time period prior to March 16<sup>th</sup>, 2020:

- Overall 2-year (licences) or 6-month (permits) period for new aggregate applications.
- 45-day (licences) or 20/30-day (permits) notification/consultation period.
  - It is within this phase applicants provide public notice, hold information sessions for licences and permits (if applicable) and provide the public, agencies and other stakeholders an opportunity to submit written notice of objections/concerns.
- 20-day (licences only) notice of objector response period, required to inquire whether objections have been resolved, and if not obtain objectors recommendations for resolution.

Example Scenarios:

- If the 45-day notification/consultation period for a new licence application was paused on day 20, there will be 25 days remaining when the time periods resume on September 12<sup>th</sup>. The resumed 45-day period would end on October 6<sup>th</sup> (calculated counting September 12, 2020 as day one of the remaining 25 days).
- Applications in which the overall notification/consultation period was originally scheduled to end post September 11, 2020 will have 180 days added to the original date.
  - If the overall two-year notification and consultation period for licence application was originally scheduled to end November 1, 2020, the revised date will be April 30, 2021 (calculated counting November 2, 2020 as day 1 of the 180 days).

**If the end of a specific timeline listed above ends on a Saturday, Sunday or Holiday, the timeline will be extended until the next business day.**

For Aggregate Licence/Permit Applications in process prior to March 16, 2020:

If a phase of the application was paused on March 16<sup>th</sup>, e.g., 45-day notification/consultation stage or 20-day notice of objector response period, all applicable:

- Correspondence and/or objections/concerns received during the pause (March 16 – September 11) are to be accepted by the applicant.
- Correspondence and/or objections/concerns received before March 16<sup>th</sup> and in the time remaining in the applicable phase when resumed post September 11<sup>th</sup> are to be accepted by the applicant.

For Aggregate Applications that were deemed complete by MNRF prior to March 16, 2020 but have not proceeded to the notification/consultation stage:

If an application was deemed complete prior to March 16<sup>th</sup> but the notification/consultation stage had not yet been initiated (e.g., newspaper notice, circulation to landowners within 120 metres, signage on proposed site) the application may proceed as early as September 12, 2020.

For example: The earliest date that the notice of a new licence application can be posted in the newspaper and shared with landowners within 120 metres is September 12, 2020. This would be the first day of the 45-day notification and consultation stage.

An application that proceeds to the notification/consultation stage on or after September 12, 2020 will proceed under the normal timelines associated with the application process.

Public Information Sessions for New Applications and Major Site Plan Amendments

Applicants for a new licence, and if applicable, permits and some major site plan amendments, are required to hold an information session to share information with the public about the application. The format of these sessions is not specified in regulation, and the practice has been to hold these sessions in person.

Information sessions can be undertaken virtually while restrictions on public gatherings continue to apply. Approaches to a virtual session may include:

- Video and/or telephone conferencing.
- Posting all documents to a public website and notifying the public and agencies of times the applicant will be available to answer questions about proposal, provided there is an opportunity for an active verbal exchange between parties.
- The format of any in-person public information sessions must adhere to all COVID-19 related restrictions or guidelines set by the province and the local Health Unit and municipality in which the session would be held.

Applicants who had to cancel public information sessions due to the COVID-19 emergency are required to notify the public and agencies of the new details pertaining to the re-scheduled information session by:

- Written notice to landowners within 120 metres of the proposed site and technical review agencies by courier/registered mail or personal delivery. Notice can be given prior to September 12, 2020, but the earliest the session could occur is September 12, 2020.
  - The notice will contain a revised copy of Form 1 and Form 2. If a video or teleconference option is set up the location and address information on Form 2 may be substituted with the description of the format and the web address and/or teleconference number.



- Re-advertising notice of the application and details of the updated information session, including details of the session (e.g., video conference) in the same newspaper the original notice was placed.
- Updating the notice of application signage at the site.

### Public Access to Documents

Applications and supporting technical information that would have been made available for public viewing at a local ministry and/or municipal office may not be available due to office closures.

The ministry requests that applicants submit application documentation (including technical reports and site plans) to the ministry electronically.

Applicants are requested to make information available to the public by posting it on their website, or by providing an email address where the public can request copies.

### Major Site Plan Amendments

Consultation on major site plan amendments, including the 30-day commenting period in Aggregate Resources Policies and Procedures Manual will recommence on September 12, 2020. If consultation with a municipality on a major site plan amendment was paused on March 16<sup>th</sup> then the remaining days left in the 30-day period will be added starting September 12, 2020.

If you have any questions please contact Jason Belleghem, Senior Program Advisor – Aggregates in the Integrated Aggregate Operations Section by email at [jason.belleghem@ontario.ca](mailto:jason.belleghem@ontario.ca).

**Ministry of  
Transportation**

Office of the Minister

777 Bay Street, 5<sup>th</sup> Floor  
 Toronto ON M7A 1Z8  
 416 327-9200  
[www.ontario.ca/transportation](http://www.ontario.ca/transportation)

**Ministère des  
Transports**

Bureau de la ministre

777, rue Bay, 5<sup>e</sup> étage  
 Toronto ON M7A 1Z8  
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August 12, 2020

107-2020-3242

Mayor Fred Eisenberger  
 City of Hamilton  
 71 Main Street West  
 Hamilton ON L8P 4Y5

Dear Mayor Eisenberger:

Municipalities play a key role in delivering services that people across Ontario rely on and are the frontlines of a safe reopening of the economy. Our government recognizes that municipalities have sustained significant financial pressures as a result of the COVID-19 outbreak and need financial support to ensure they can continue to deliver important services while minimizing the spread of COVID-19.

On July 27, 2020, as part of the federal-provincial Safe Restart Agreement, the Ontario government announced that it had secured up to \$4 billion in one-time emergency assistance to provide Ontario's 444 municipalities with the support they need to respond to COVID-19 and deliver the critical services people rely on every day.

This investment will provide support to municipalities and municipal transit systems to help them deal with financial pressures related to COVID-19, maintain critical services and protect vulnerable people as the province safely and gradually opens. It includes:

- Up to \$2 billion to support municipal operating pressures; and
- Up to \$2 billion to support municipal transit systems.

The Honourable Steve Clark, Minister of Municipal Affairs and Housing, will provide more information on the funding to support municipal operating pressures.

Up to \$2 billion will be available to Ontario's municipalities to address transit pressures. Funding will be allocated in two phases: In Phase 1, \$666 million will be allocated to municipalities with transit systems to help provide immediate relief from the financial pressures of COVID-19; In Phase 2, the balance will be available for municipalities with transit systems to address the ongoing financial pressures of COVID-19 until the end of the provincial fiscal year, or March 31, 2021. A two-phased approach will provide the flexibility to address actual municipal transit pressures, including any impacts of a potential second wave of COVID-19.

Financial pressures that are eligible for reimbursement under this program include both financial pressures associated with the need to continue to operate with reduced revenue and new expenses resulting from COVID-19:

- Reduced revenue would include pressures related to, at the ministry's sole discretion, the following:
  - Farebox;
  - Advertising;
  - Parking; and
  - Contracts (e.g., school contracts)
- New expenses incurred in response to the COVID-19 outbreak would include, at the ministry's sole discretion, the following:
  - Cleaning costs [costs not claimed as part of MTO's dedicated cleaning funding program];
  - New contracts;
  - Labour costs;
  - Driver protection;
  - Passenger protection; and
  - Other capital costs.

The ministry program area will consult with transit stakeholders to continue to refine eligible program expenses.

#### Municipal Transit Funding Phase 1: Immediate Funding

I am pleased to share that the **City of Hamilton** ("Recipient") will receive **\$17,211,723** to support your COVID-19 municipal transit pressures for Phase 1, incurred from April 1, 2020 to September 30, 2020.

Please note that the Recipient is accountable for using this funding for the purpose of addressing the Recipient's COVID-19 municipal transit pressures.

The Recipient is required to report back, using a template to be provided by the ministry, to the province by October 30, 2020 with details on the use of the Phase 1 funds and a forecast of eligible expenditures to March 31, 2021.

If the amount of funding allocated in Phase 1 exceeds the Recipient's COVID-19 municipal transit pressures, the province's expectation is that the Recipient will place the excess funding into a reserve account to be accessed to support Phase 2 COVID-19 municipal transit pressures the Recipient may continue to incur up to March 31, 2021.

If the amount of funding allocated in Phase 1 is less than the Recipient's COVID-19 municipal transit pressures, the Recipient's report back will support the need for additional funding in advance of Phase 2 reporting. The additional funding is expected to be provided by December 31, 2020. The ministry will provide the Recipient with additional details on the reporting in the coming weeks; responses to information gathering questions are required.

The Recipient will be required to return any unused funds to the province where the funding from Phase 1 is in excess of the eligible expenditures incurred under both Phase 1 and Phase 2.

**In the meantime, I am requesting that the municipal treasurer for the Recipient sign the acknowledgement below and return the signed copy to the ministry by email by September 11, 2020 to [MTO-COVID\\_Transit\\_Funding@ontario.ca](mailto:MTO-COVID_Transit_Funding@ontario.ca).**

Please note that the ministry must receive this acknowledgement before making a payment to the Recipient. The province intends to make the Phase 1 payment to the Recipient in September 2020.

#### Phase 2: Ongoing Support

To be considered for Phase 2 funding, municipalities will be required to submit the reports noted above. Phase 2 funding will consider the reported actual impacts to determine the funding allocations and will be governed by a transfer payment agreement (TPA). The ministry will consult with municipalities on the TPA in Fall 2020.

MTO intends to build specific requirements into the Phase 2 agreements to achieve important transit objectives to promote ridership growth and transit sustainability. These include, for example:

- Ensuring and promoting the safety of public transit systems through the coordinated procurement of new safety materials;
- Requiring that the transit systems drive service sustainability through innovation in route planning and technology, as well as reviewing municipal transit jurisdictions where there are upper- and lower-tier systems operating in the same areas; and
- Requiring that the GTHA municipalities work with the province to make real progress on fare and service integration to provide rider benefits.

In order to achieve these objectives, municipalities will be required to demonstrate their participation and progress in different areas.

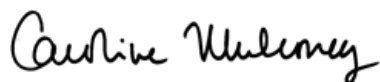
Through the Phase 2 TPAs, the **City of Hamilton** will be required to:

- Engage in consolidated procurement opportunities leveraging Metrolinx and other provincial procurement tools (ALL MUNICIPALITIES)
- Review the lowest performing bus routes and consider whether they may be better serviced by microtransit (ALL MUNICIPALITIES)
- Work with the Province and Metrolinx where appropriate to determine the feasibility of implementing microtransit options on viable routes (ALL MUNICIPALITIES)
- Participate in discussions with the Province on advancing fare and service integration (GTHA & select municipalities)
- Participate in discussions with the Province to optimize transit through new possible governance structures (GTHA & select municipalities)

We are committed to working with municipalities, and their transit systems to refine the processes that will be required, in order to achieve the best possible outcomes as we work together through this recovery period.

Our government is committed to supporting municipal transit, and we will continue to champion the needs of our municipal partners and transit users. Through this historic agreement, municipalities will have the support and flexibility they need to address budget shortfalls related to COVID-19, help limit the spread of the virus, and chart a path to a strong recovery for their communities and for our province.

Sincerely,



Caroline Mulroney  
Minister of Transportation

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By signing below, I acknowledge that the allocation of **\$17,211,723** is provided to the **City of Hamilton** for the purpose of assisting with COVID-19 municipal transit pressures and that the province expects any funds not required for this purpose in Phase 1 will be put into reserves to support potential COVID-19 municipal transit pressures that you may continue to incur up to March 31, 2021. I further acknowledge that the **City of Hamilton** is expected to report back to the province on COVID-19 municipal transit pressures and the use of this funding.

**Name:** \_\_\_\_\_

**Title:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Pilon, Janet**

---

**Subject:** NO to Commonwealth Games

**From:** Danielle Hitchcock-Welsh

**Sent:** Friday, August 21, 2020 9:31 PM

**To:** Whitehead, Terry; Office of the Mayor; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); [sshaw-co@ndp.on.ca](mailto:sshaw-co@ndp.on.ca)

**Subject:** NO to Commonwealth Games

Dear elected representatives:

Please, please, do not bid on the Commonwealth Games. Hamilton has so many important issues that need funding. To name a few: social programming, infrastructure, revitalization of the downtown, etc. etc. etc. If we didn't have money for an LRT we certainly don't have money for this. So often cities that bid on games end up in incredible debt. The cost is always more than it's promised to be.

Please. Do not bid on the Commonwealth Games. Many Hamiltonians do not want this and do not agree this is where our money should go.

Thanks for your time,  
Danielle



### Hamilton2026 Commonwealth Games Bid Corporation

77 James Street North Suite 300 Hamilton, Ontario Canada L8R 2K3

[www.hamilton2026.ca](http://www.hamilton2026.ca)

August 24, 2020

*Via Email - [stephanie.paparella@hamilton.ca](mailto:stephanie.paparella@hamilton.ca)*

General Issues Committee  
c/o Stephane Paparella  
Legislative Coordinator  
Office of the City Clerk

Dear Mayor Eisenberger and Members of the General Issues Committee:

**Re: August 10, 2020 Commonwealth Games 2026 Presentation**

Further to Ms. Paparella's direction that correspondence relating to the 2026 Games be forwarded to her for distribution, I am writing on behalf of the 2026 Games Corporation to provide you with supplementary information touching on a number of questions asked by members of Council following our presentation, as well as to advise as to our resolve as it relates to this initiative's return to Council and its further progress.

Before addressing these issues, we wish to express our appreciation for your careful and respectful attention to the presentation on the 10<sup>th</sup> as well as the quality of the questions asked of our representatives. We were appreciative of your urging us to work towards a more substantive articulation of the opportunity and to comprehensively address the questions of cost and impact, especially in the area of housing. We look forward to doing so in the weeks ahead. However, what struck us the most in our post meeting reflections on the conversation at Council is that many of the concerns raised, while pertinent to the consideration of multi sport Games historically, will ultimately be understood to be irrelevant owing to the unprecedented nature of this opportunity. And this is because this is not a competitive bidding process, but rather, a collaborative design opportunity with the international rights holder (the Commonwealth Games Federation) yielding its property to the curation of a program for pandemic relief and regeneration. No government - municipal, provincial or federal - has ever had the benefit of such an offer before and its implications profoundly impact the approach to, and ultimate assessment of, this opportunity.

While we will take pains in our subsequent communication to much more effectively explore the implications of this, we would wish to make the foundational point that we are not 'selling a Bid', or anything else for that matter. Our community committee does not have a vested interest in this opportunity, and in the event that all levels of government move forward with this initiative as we hope they will, it will be up to others to carry it forward. But having been given an opportunity to take a globally significant event and collaboratively design it to resource and accelerate our recovery, we feel compelled to nurture it in the event that it can help to finally fulfill this community's long frustrated aspiration to become 'the best place to raise a child and age successfully' and better support the Province in its efforts to lead Ontario to recovery.





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**SUPPLEMENTARY INFORMATION ARISING FROM QUESTIONS ASKED**

**1. How far in advance do all venues need to be completely finished, fitted out and available for hosting preparation events?**

To host a Commonwealth Games, the date by which the hosting entity or operational committee needs exclusive use of each venue will vary depending upon the amount of temporary installations that are required (such as temporary seating, field of play requirements, technology, media positions, security and operational overlay), and whether test events are actually needed. This 'exclusive use commencement date' can typically vary between three weeks prior to the Games (for the majority of existing venues), to three months for a new build venue. A new build venue may require more than one 'test event', which could include a local school level competition, such as an OFSAA provincial championship, followed by an even more significant event. But given the pandemic nature of this effort, and the multitude of expected and unexpected eventualities which may come to pass, there is considerable flexibility around the necessity of formal test events and the steps necessary to ensure that facilities are ready.

**2. Is there apprehension that it will be possible to do the amount of work that's required in the timeframe that's available?**

There is not. Based upon the Federation's experience:

- new sport/recreation facilities require less than 3 years to complete, from design to opening; and,
- planning and delivery of various Games operation areas vary, but on average take about 3 years.

There is currently just less than six years available before the 2026 Commonwealth Games which provides more than sufficient time to plan and build any new venues and carry out any refurbishments or adaptations to existing venues. Birmingham, for example, was awarded the 2022 Commonwealth Games approximately 4.5 years prior to the Games and the site and design for the most substantial new-build sport venue, the aquatics and multi-sport centre, was only finalised subsequent to the award of the Games. And while adjustments have had to be made for athlete accommodation in Birmingham in light of the fact that the athlete's village will not be completed in time, we have considerably more time to complete this work. Further, and critically, it is important to note that this program and contemplated deliverables have been materially reduced in size thereby positively impacting venue delivery risk.

Lastly, and most importantly, because this is not a competitive bid process which would contemplate a fixed bid 'candidature' around venues and deliverables, and because the bid committee is assessing contingency sites that require less work, this process will allow all stakeholders to adjust plans and commitments depending upon circumstances as they unfold. Should considerations warrant more modest

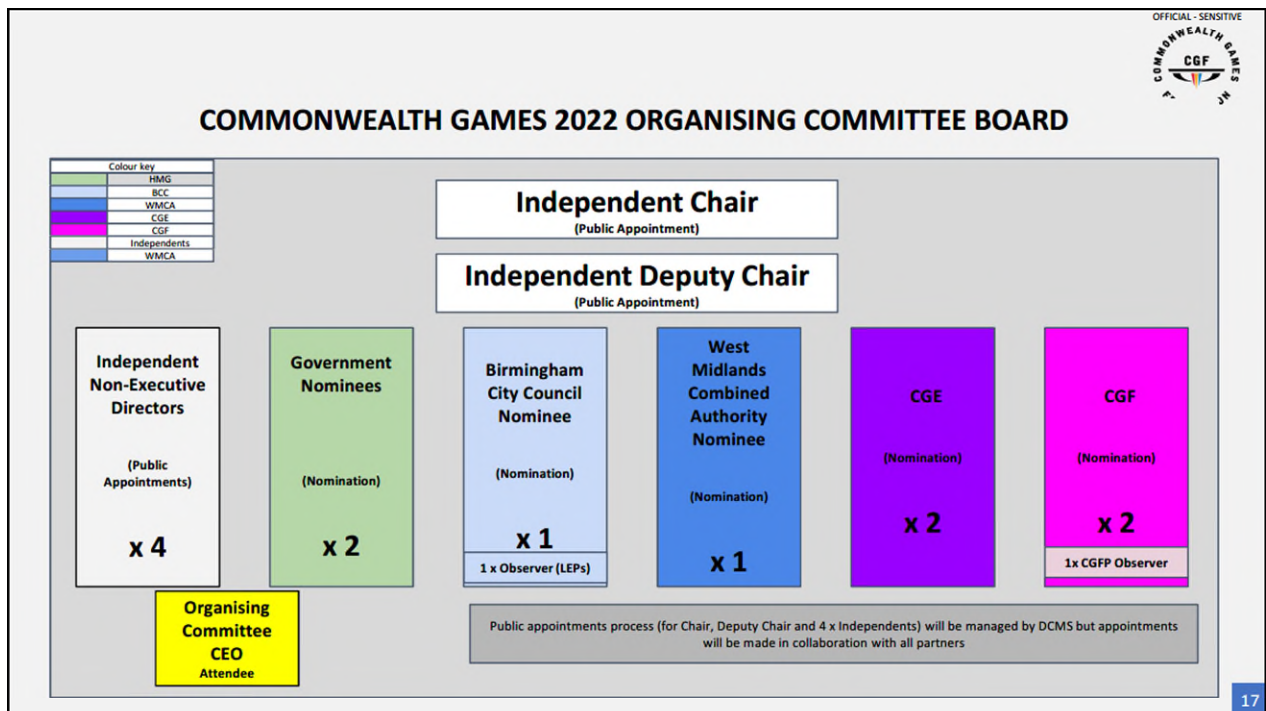


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commitments or alternative regional venues there is ample time and opportunity to do that. Put colloquially, in the final analysis the 2026 opportunity and its relatively tighter timelines is not a ‘bug’ but a ‘feature’, in that its very purpose is to present ‘shovel ready’ opportunities to accelerate recovery. A benefit that 2030 does not present.

**3. With respect to responsibility for infrastructure investment and Games’ budget responsibility, while work begins through a Bid corporation, how are the Games governed/managed going forward?**

Upon entering into and concluding a multi party agreement, the ‘Bid’ organization will transition responsibility for the Games to an Organizing or Host entity that is governed by a Board of Directors, comprised in large part by representatives appointed by each level of government who are vested with total control over the planning and the delivery of the Games. By way of reference, this is the structure of the Birmingham 2022 Organizing Committee Board:



For 2026, the precise form of this committee and its constituents will be addressed in the multi party agreement that will have to be negotiated and will need to be modified to accommodate our political structures, values and priorities. A summary of the requirements of the Federation and our initial (non binding) thoughts as to structure and composition of the board will be addressed in subsequent communication.



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#### 4. How are you intending to integrate cost overrun scenarios into your financial projection?

This question highlights the observation made at the outside of this letter that the unprecedented nature of this process impacts a variety of considerations normally attendant to the creation of a competitive bid proposal. As this is not a competitive bid process where civic commitments in a bid candidature have to be tendered globally for judgment as a national 'offer', but rather, a design process involving all stakeholders, our proposals around venues and their attendant costs and financing, as well as all aspects of budgeting, will ultimately be evaluated and quite probably materially adjusted during the MPA process as the funding stakeholders seek to align investment with policy priorities. Thus, as we indicated in our Blueprint and in our oral presentation, unlike 2030, or any prior bid, we are not presenting a take it or leave catalogue of venues and deliverables. We will present a menu of options with projected costs from which you and other stakeholders, most especially the Provincial government, can make adjustments as required. Ultimately, the question of cost and risk will be entirely within the control of the funding entities. Having said that, we can provide you with our initial thinking around this issue which reflects traditional approaches to risk mitigation strategies.

First, given the much more modest scale of this event, with the commensurate anticipated reduction in costs and deliverables, we begin with a significantly reduced risk profile. Beyond that, and consistent with well established practice, a variety of cost mitigation strategies can be employed:

- The CGF would expect a contingency of approximately 20% in relation to the Commonwealth Games operating costs budget. This budget would be required to address scope variations, unforeseen changes in macro-economic and market circumstances, shortfalls in commercial revenue, and delivery risks. Cancellation and abandonment risks would be covered by commercial insurance;
- We have been advised that the CGF would support a scenario where the contingency is divided into two funds, an operating contingency to be managed by the future Organising Committee and a Strategic Reserve to be managed by a Strategic Group, chaired by the major public sector funder. Again, the Federal Government, the Province and Hamilton City Council, together with representatives of the CGF and CSC, would be represented on both the Organising Committee Board and the Strategic Group with oversight over these contingency funds;
- In some cases, particularly with private sector venues (ie anticipated to include the downtown venues currently the subject of negotiations led by the City), financial authority and responsibility can be transferred to the private owners and not with the operating entity or municipality;
- When Games are hosted in Canada it is mandatory for a Funding Partner(s) be designated the "deficit guarantor". Ontario served as that deficit guarantor for Pan Am, in part because the event engaged a number of municipalities. Because the 2026 Games will also have a regional component with venues in other municipalities as well, including at least Burlington, Niagara and Milton, the province is expected to be the deficit guarantor again. Should the province subsequently indicate



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during the MPA that they are not prepared to be a deficit guarantor (which is not expected), the City may decline to proceed further;

- The CGF's delivery model for the Games involves the development of an integrated delivery team in a host city. This ensures that appropriately experienced individuals provided by the CGF/CGFP work with members of the local organising committee, recruited locally, to ensure that the Games are delivered efficiently, with a clear focus on optimizing value and achieving sustainable benefits for the local community;
- Lastly, as it relates to our primary legacy of objective of affordable housing, we have ascertained that there is a sufficient inventory of existing accommodation in the region, principally with our regional academic partners, to allow for a contingency in accommodations if required.

### 5. What do you anticipate the funding model to look like in relation to the 2026 opportunity?

This is a critical question that we are eager to discuss and which has been the subject of extensive internal deliberation as well as some preliminary engagement with the province. Beyond this response, we will provide additional information and insight around the anticipated funding model in the next few weeks. At this juncture, our expectation is that the approach to funding for 2026 (as distinct from the anticipated budget) will be generally aligned with the Pan Am model as a construct familiar to the provincial government, but with some modification, particularly as it relates to the municipal share.

In Pan Am, the funding model was as follows: Toronto 2015 (the Organizing Committee for the Pan and Parapan Am Games), had a total budget of \$1.7B including capital, operating and Legacy budgets. The federal government provided \$475M mostly to fund capital projects with an allocation to cover federal essential services. The provincial government provided \$769M in funding (exclusive of the athletes village) mostly allocated to operating expenses and the Legacy Fund. Municipalities and universities provided capital to fund 44% of the cost of their own Pan Am related capital projects (\$212M and \$67M respectively) meaning that these partners had their infrastructure projects built for \$0.44 on the dollar as a result of the Games. Toronto 2015 generated \$194M in revenue, mostly from corporate sponsorships and ticket sales.

The funding breakdown per partner was as follows: Federal government 28%, provincial government 45%, municipalities 12%, university partners 4% and revenue 11%. Notably, there was little to no private sector funding provided for the 2015 Games outside of sponsorships.

In addition to the \$1.7B budget to stage the Games, an additional \$687M was provided by the province for the construction of the Athletes' Village as part of the redevelopment of the West Donlands which comprised the housing legacy for the 2015 Games. This element of the 2015 Games is of particular interest to us for obvious reasons.

*Source: Auditor General of Ontario's Special Report, June 2016 on the 2015 Pan / Parapan American Games*



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In this case, it is important to note that while we expect that funding ratios will approximate the Pan Am model, a significant additional differentiator in the 2026 opportunity is that private sector contributions, which are incorporated into the municipal share, will be materially larger than Pan Am or any prior Canadian Games largely owing to the serendipitous alignment of the downtown redevelopment project as a site for multiple venues for the Games in 2026 and our expectation as to the availability of supplementary private sector community legacy funding. We anticipate that this aspect of the 2026 opportunity will be of particular interest to all levels of government as yielding a much greater dividend for public sector contributions. That said, and consistent with the approval process for the 2030 Bid, such decisions will not be made until after letters of support in principle have been provided and discussions begin around the hosting plan (venue and operations) which are necessary before draft budgets can be approved and commitments made. We look forward to comprehensively addressing these issues when we return to Council.

Before concluding our remarks in relation to funding, we wish to confirm that we are working on a comprehensive Games business case and strategy map focussed on aligning the Games opportunity with provincial need and policy priorities, particularly as they relate to pandemic recovery and sustainable regeneration, as well as their alignment with federal and municipal priorities. This reflects our view of the primary strategic focus of these Games: meaningfully accelerating recovery, sustainability and civic regeneration. We expect to have this effort completed in advance of our return to Council and we will be providing that document to senior levels of government.

### **6. What will the effect be of having the FIFA World Cup Games in Canada in 2026 have on the Commonwealth Games.**

First, it is important to note that in our initial query of both of the relevant provincial and federal ministries in relation to the 2026 opportunity, no objection or concern was raised by senior levels of government about a conflict with a potential World Cup event in Toronto. Having been apprised of the potential for concern some weeks back by Soccer Canada, with whom we have been in communication, we made clear to all stakeholders that we were not proposing to use any Toronto venues in the Games. Further, the Federation has corresponded directly with the FIFA by letter dated June 2, 2020 (attached) in response to which FIFA raised no concern. Ultimately, given the materially different markets, timing and sponsorship relationships (the World Cup has fixed global sponsors) we see no conflict.

Note: news broke last week that Toronto is a finalist to host the World Gay Games during the World Cup itself without concern or objection. <https://www.thestar.com/sports/2020/08/13/toronto-shortlisted-as-one-of-eight-cities-to-host-the-2026-gay-Games.html>. That event is materially larger than the Commonwealth Games (10,000 + participants), will be centred in the city, and is being enthusiastically pursued by the City of Toronto with Bid leaders who are also involved in Toronto's request to host the World Cup curiously enough.

Ultimately, should Hamilton City Council wish to defer to a conjectural concern around the World Cup, thereby forgoing the opportunity to leverage the potentially transformative regenerative benefits of these





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Games for this region, that is of course your prerogative, but we are unaware of any impediment to the successful operation of both events. Should the province or federal government advise to the contrary we will let you know.

**7. Whose signature is on the multi party agreement?**

The three levels of government and Commonwealth Sport Canada are the usual signatories to the MPA. In this case, given the fact that the Bidding entity is not a government entity but is a not for profit community led venture, it is likely that the not for profit Games entity will also be a signatory if only to ensure that it has relinquished any rights it would have to the 2026 opportunity. We will be directed by Government in this regard.

**8. What has been the past practice with respect to affordable housing as Games legacy and what do you expect in terms in occupancy?**

Eliciting funding for affordable or social housing, whether incremental government funding or catalyzed private capital, is one of the key ‘impact pathways’ by which the Commonwealth Games has historically benefitted host communities.



**£11 million invested in the athletes village for social housing (£22 million excluding £10.3 million for the treatment of land value)**

- 200 new social housing dwellings, 1,000 new sustainable residences, and a new aged-care facility to help meet housing demands in city.
- 2.5 Ha open space.
- New community facilities (e.g. bike paths), helping to enhance citizen wellbeing.



**£10 million investment in Athletes Village as part of the wider regeneration of the East End**

- Athletes village converted into 700 affordable, sustainable homes and a 120-bed care home.
- Across the wider Clyde Gateway project, between 2012 and 2017, 239 Ha of derelict and contaminated land had been remediated, 63,664 square metres of Business Floor Space was completed and 2,456 residential units had been constructed (Final Legacy Report), the Games helping to drive this.



**£122.1 million investment in athletes village has generated new assets for use among communities**

- 1,251 apartments and townhouses offered for long term rent.
- Retail and dining hub created with Woolworths and BWS securing tenancies.

Examples of recent investments in host community affordable housing arising from the Commonwealth Games are set out in the adjacent graph taken from the PWC Games Values Framework which we would encourage you to read:

<https://thecgf.com/news/new-report-reveals-commonwealth-games-consistently-provides-over-ps1-billion-boost-host-cities>

What is critical to note with respect to the 2026 opportunity, is that for the first time in any multi sport Games, we are proposing to make affordable housing (and the innumerable benefits that arise in an infrastructure project of this magnitude) the primary legacy deliverable. This is consistent with the

regenerative post-covid focus of these Games, and reflective of our belief that this is our community’s most



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significant social challenge. This understanding animated our resolve to explicitly partner with Indwell, a trusted and experienced affordable housing stakeholder, experienced in the delivery of units and open to new approaches to solving this challenge.

Our overarching objective is centred on leveraging the Games, as one of the world's premier civic 'events', to accelerate existing public and private funding commitments to affordable housing and to incent the provision of new capital and the participation of new strategic partners in a marque project as a powerful supplement to the "Hamilton is Home" initiative - which we are aligned with and intent on further resourcing through the Games. We see supplementing the now emerging regional collaboration strategy around housing with the Games legacy opportunity, particularly in a transformative athletes village development (but not limited to that), as potentially making the difference in efforts to solve this vexing challenge. And when one considers that our work with industry leaders in this area will also bring with it innovations in accessibility, sustainability, resiliency and health and wellness outcomes, along with a focus on diversity and inclusivity (actioned through a CBA), the potential benefits are nothing short of remarkable.

We will imminently provide much more information about our efforts in this regard to Council and the public but in closing we wish to dispel the canard that the Games will result in the loss of government funding for 'needed' priorities. Beyond the fact that this is demonstrably not the case given the nature of government funding, our resolve in housing (and in every other need) which animates our investment of time in the 2026 opportunity, is to use the Games to catalyze support for *existing* needed priorities which have yet to be addressed, and not to pursue fanciful new ones that are not essential to our recovery. In that regard, we note that while the redevelopment of the West Donlands, which acted as the Athletes Village during the Pan Am Games, was a project that was already in the works, by some estimates its delivery was accelerated by 10 to 15 years as a result of the provincial funding the Games' catalyzed.

**9. What do you think would be an adequate time line for engagement with the community in defining the scope of a Community Benefits Agreement ("CBA") and how do you propose to facilitate that for those residents who don't have access to the internet?**

As we indicated in our Blueprint and affirmed in our oral presentation, our Games will institutionalize CBA's to ensure community input and confidence in the various impacts and commitments which centre our effort as a vehicle for recovery and sustainable regenerative change. As it relates to our various proposed commitments set out in our Blueprint, we are not asking that the community 'trust' our committee or the Commonwealth Games Federation. All stakeholders are prepared to memorialize their commitments in writing.



## **Hamilton2026 Commonwealth Games Bid Corporation**

77 James Street North Suite 300 Hamilton, Ontario Canada L8R 2K3

[www.hamilton2026.ca](http://www.hamilton2026.ca)

To date, we have not finalized a firm timeline for consultation. Nor do we have a fixed opinion as to what will constitute sufficient consultation. We feel it imperative to invite your views on those subjects. Having said that, the following bullets capture our thinking around this issue:

- As set out in our Blueprint and presentation, we have already begun the process of consultation in areas such as housing and Indigenous partnership with leading stakeholders and these efforts will continue;
- Reflective of our desire to be inclusive and respectful of a diversity of views, we have endeavoured to reach out to and engage opponents of the Games, including some of those who spoke in opposition at the August 10<sup>th</sup> presentation, to explain our strategy and approach to 2026 with a view to educating them on its departure from past Games as it relates to concerns around the alignment of spending to impact and to invite their participation in our planning in an effort to draft one or more CBA's that incorporate their views. Without exception, and surprisingly, the opponents with whom we have communicated have refused to participate in this process to date. This resistance may well subside in the event that they are encouraged to participate. We invite you to do that. Our primary and overwhelming aim is to use this vehicle and the innumerable thought and business leaders it engages, including those in our many educational institutions partnering with us, to assist in solving the very problems the majority of opponents are themselves engaged in addressing and to do that in a constructive and collaborative manner.
- We invite you on an individual basis to provide suggestions or make recommendations to us as to the identity of critical community stakeholders to consult with as well as to provide your thoughts as to what you feel would be constructive in relation to consultation. It is critical to remember that as this is an unprecedented collaborative design initiative rather than a competitive bidding process, Hamilton has the ability to incorporate binding commitments or protections as a condition of its participation to address concerns and we are eager to make use of this opportunity. As a committee, we are not individually invested in any particular outcome beyond the greatest community impact.
- We propose that further consultation unfold in phases or stages with the first phase now under way, illuminated and expanded upon with your input should it be provided, and continuing through to the provision of your support in principle.
- We propose that City 'Support in Principle' incorporate further direction on consultation and engagement which process will unfold well into the Multi Party Agreement Negotiations. We would invite you and all stakeholders to participate in that process and to propose language requiring continuing consultation over the ensuing months and with the host organization through to the conclusion of one or more CBA's. And although ultimately the purview of the host organization, we would expect a process and program of continuing consultation through to the event and beyond in the management of legacy obligations.





## Hamilton2026 Commonwealth Games Bid Corporation

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- Such consultations would be expected to address concerns over inclusivity and accessibility in the same manner that City processes currently do with our being open to any improvements thought best by all stakeholders.
- Ultimately, as with every other aspect of this Bid, the City has and can retain control over process and procedure in consultation with senior levels of government. The Bid organization is acting in service of city interests and priorities rather than as a contractual counterparty.

### NEXT STEPS

During the course of the questions and submissions made by the Mayor and Council on August 10 the point was made that despite the Federation's time limited grant of exclusivity, the City of Hamilton and other stakeholders are obliged to take the time necessary to ensure that this opportunity is rigorously assessed and the subject of adequate public engagement and consultation. We concur.

Accordingly, given the magnitude of the work being undertaken and still required, including the importance of adequate public consultation, we do not expect to return to Council with a proposal and a request for staff assessment until October. Notwithstanding this, we have not asked the Federation to extend their grant of exclusivity beyond the end of September in order that we not further complicate their governance process or adversely impact their fiduciary duty to their global associations particularly in light of the fact, confirmed by independent news sources after the August 10<sup>th</sup> meeting, that other countries are in fact interested in hosting the 2026 Games. Having said that, we are confident that the issuance of a non binding letter of support in principle by the end of October will preserve this opportunity for the City of Hamilton allowing the city to further assess and deliberate upon the opportunity. We note with interest this international news story from August 20<sup>th</sup> which gives us comfort in that regard:

<https://www.insidetheGames.biz/articles/1097505/comm-Games>

This additional time will be required, as referenced above, to finalize work around a business case that anticipates the necessity of clearly defining the objectives of this initiative as it relates to better resourcing and supporting government efforts in the area of pandemic recovery and sustainable regeneration, particularly at the provincial level. Our intention, as communicated by all presenters on August 10, is to give our region and all levels of government a potent new weapon to accelerate our recovery and to create a vehicle for more effective and impactful communication between the citizens of this region, the City of Hamilton, the Province of Ontario and the Government of Canada in their efforts to do so. We view the recent news and press conference relating to 3M's announcement of its partnership with the Federal Government and the Province of Ontario in manufacturing N95 respirators as exemplary of the impact such collaboration can have: <https://news.ontario.ca/opo/en/2020/08/ontario-partners-with-federal-government-and-3m-canada-on-new-n95-respirator-manufacturing-facility.html>



**Hamilton2026 Commonwealth Games Bid Corporation**

77 James Street North Suite 300 Hamilton, Ontario Canada L8R 2K3  
www.hamilton2026.ca

The Games presents the opportunity to materially scale such efforts – to the benefit of this region. We have identified that outcome as constituting a ‘Great Games’; as defining ‘success’.

In the event that senior levels of government do not provide letters of support, or that a universally successful MPA cannot be negotiated, this process will conclude. But should senior levels of government be prepared to engage in a conversation with the City of Hamilton and surrounding communities as to how to leverage this opportunity for transformative, regenerative change, particularly in the area of affordable housing, we would view the City pre-emptively foreclosing further participation in a non binding process for which it has not been asked for funding and has made no financial commitment to date as a missed opportunity of historic proportions.

In conclusion, and in keeping with the commitments we articulated above in relation to consultation, we invite your input in relation to any matter of relevance to this effort in advance of our return to Council. More specifically, and as we have communicated to you previously, we welcome engagement and dialogue with you as to how best to engage your constituents in this process in advance of our return in October. We are all in this together.

Thank you for your time and attention. We look forward to further constructive dialogue in relation to this opportunity.

Sincerely,

A handwritten signature in blue ink, consisting of a large, stylized 'L' and 'F' intertwined.

Louis A. Frapporti  
Chair  
HAMILTON2026

cc.

Honourable Lisa MacLeod, Ministry of Heritage, Sport, Tourism and Culture Industries  
Honourable Filomena Tassi, Minister of Labour  
Honourable Steven Guilbeault, Minister of Canadian Heritage  
Richard Powers, President, Commonwealth Sport Canada  
Brian MacPherson, CEO, Commonwealth Sport Canada  
David Grevemberg CBE, CEO, Commonwealth Games Federation

**Pilon, Janet**

---

**Subject:** GENERAL ISSUES COMMITTEE - AGENDA ITEM SUBMISSION

**From:** Kevin Gonci

**Sent:** August 31, 2020 8:00 AM

**To:** Paparella, Stephanie <[Stephanie.Paparella@hamilton.ca](mailto:Stephanie.Paparella@hamilton.ca)>

**Subject:** GENERAL ISSUES COMMITTEE - AGENDA ITEM SUBMISSION

Hello Stephanie.

Would I be able to submit the attached Fact Sheet for the next GIC agenda?

Thank you.

Kevin Gonci

## 2022 BIRMINGHAM COMMONWEALTH GAMES



# FACTS



Prepared by: Kevin Gonci

August 31, 2020

1. Initial overall cost <sup>2017</sup> = \$1.3 billion dollars (Includes 20% contingency).<sup>1</sup>
2. Current overall cost <sup>2019</sup> = \$1.4 billion dollars (Includes 20% contingency).<sup>2</sup>
3. Municipal contribution (25%) = \$350 million dollars.<sup>3</sup>
4. Mandatory \$43.7 million dollars “hosting fee” paid to the Commonwealth Games Federation.<sup>4</sup>
5. Contingency fee = \$280 million dollars<sup>5</sup>.
6. Initial estimated costs for security services = \$351 million dollars<sup>6</sup>.
7. As of 2020 there is a \$47.6 million dollar shortfall in private sector contributions which is included as part of the “municipal contribution”<sup>7</sup>.
8. It is estimated that Birmingham City Council will need to contribute an additional \$26.2 million dollars to make Birmingham City “games ready” (includes street cleaning, traffic management, sanitation, etc.) which is not included within Games operational budget<sup>8</sup>.
9. Games Strategic Transportation Plan (not included in Games budget) includes:<sup>9</sup>
  - a. Development of a new, dual, ground level, carriageway (\$47.3 million dollars).
  - b. New bus depot = (\$28 million dollars).
  - c. Railway Station renewal = (\$98 million dollars).
  - d. New “sprint” bus system = (\$154 million dollars).
10. The City of Birmingham has existing road & sewer infrastructure projects within their strategic planning which was originally estimated at \$1.7 billion dollars, it has risen to \$2.9 billion dollars and Birmingham City Council has insufficient cash reserves to cover the cost overruns in addition to fulfilling their Commonwealth Games funding commitments<sup>10, 11</sup>.

Existing Infrastructure

11. The City of Birmingham is reported to have **95%** of the Games venues/infrastructure already in place which was highlighted as a “significant” cost savings for the Games planning. **Table 1** refers to the Games venue plan and status of each venue in addition to the current funding expenditures.
12. There are three (3) major capital infrastructure projects related to the proposed 2022 Commonwealth Games venue plan including:
  - a. Alexander Stadium (under renovation) initial cost \$122 million dollars/current cost \$126 million dollars.
  - b. Sandwell Aquatics Centre (under construction) initial cost \$105 million dollars/current cost \$128 million dollars.
  - c. Perry Barr Athletes Village (**\*cancelled**) initial cost \$612 million dollars/current cost \$867 million dollars.

**Table 1 – 2022 Birmingham Commonwealth Games Venue Plan**

VENUE	PURPOSE	STATUS
*Alexander Stadium	opening & closing ceremonies, athletics	<b>*under renovation</b>
*Sandwell Aquatics Centre	aquatics	<b>*under construction</b>
Arena Birmingham	gymnastics	existing
Cannock Chase	cycling (mountain bike, road, time trial)	existing
Ricoh Arena (Coventry)	rugby sevens, judo, wrestling	Existing
Edgbaston Cricket Ground	cricket	Existing
National Exhibition Centre	badminton, boxing, table tennis, netball, weightlifting	Existing
Smithfield, Birmingham	3x3 basketball, wheelchair basketball, beach volleyball	Existing
Sutton Park	triathlon	Existing
University of Birmingham	hockey, squash	Existing
Victoria Park (Leamington Spa)	lawn bowls	Existing
Lee Valley VeloPark (London)	cycling (track)	Existing
*Perry Barr Legacy Project	athlete’s and official’s village/accommodations	<b>*cancelled</b>

## Notes

1. Funds quoted in Canadian dollars <sup>2020</sup>.

## Endnotes

1. <https://www.insidethegames.biz/articles/1080578/birmingham-2022-budget-still-not-finalised-but-announcement-expected-imminently>
2. <https://www.bbc.com/sport/48762084>
3. <https://www.gov.uk/government/news/778m-investment-in-birmingham-and-the-west-midlands-to-deliver-2022-commonwealth-games>
4. <https://www.insidethegames.biz/articles/1063313/birmingham-paid-25-million-to-host-2022-commonwealth-games>
5. [www.birmingham.gov.uk/download/downloads/id/14227/bcc7...](http://www.birmingham.gov.uk/download/downloads/id/14227/bcc7...)
6. [www.birmingham.gov.uk/download/downloads/id/14227/bcc7...](http://www.birmingham.gov.uk/download/downloads/id/14227/bcc7...)
7. <https://www.birminghammail.co.uk/news/midlands-news/missing-millions-battle-halt-funding-17890283>
8. <https://www.expressandstar.com/news/local-hubs/birmingham/2020/02/05/extra-15-million-could-be-required-for-birminghams-commonwealth-games/>
9. <https://www.birminghammail.co.uk/news/local-news/170m-birmingham-2022-games-transport-15138128>
10. <https://www.telegraph.co.uk/business/2020/08/03/700m-budget-shortfall-threatens-birmingham-infrastructure-upgrades/>
11. <https://www.bbc.com/news/uk-england-birmingham-50976194>

**Administration**

Office of the Regional Clerk

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

Telephone: 905-685-4225 Toll-free: 1-800-263-7215 Fax: 905-687-4977

[www.niagararegion.ca](http://www.niagararegion.ca)

September 1, 2020

**Council Session CL 15-2020, August 13, 2020**

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto ON M7A 1A1

***SENT ELECTRONICALLY***

**RE: Motion – Child Care  
Minute Item 11.1 CL 15-2020, August 13, 2020**

Regional Council, at its meeting held on August 13, 2020, passed the following resolution:

WHEREAS the Region of Niagara and Niagara's twelve local area municipalities jointly declared a state of emergency on April 3, 2020 to protect the health of our communities;

WHEREAS the COVID-19 pandemic has taken a destructive toll on Niagara's economy, resulting in business closures, job losses or a reduction of wages for Niagara residents and families;

WHEREAS women have been disproportionately impacted by these economic impacts, or have had to leave the labour market altogether in order to provide child care or home-schooling;

WHEREAS the provision of child care benefits employers, is proven to support economic recovery, but also leads to greater workforce participation by women and supports their return to the workforce;

WHEREAS the economic recovery of the Niagara Region and Ontario is dependent on families having access to safe, reliable, and affordable child care that incorporates early learning principles; and

WHEREAS a 2012 study on the economic value of child care identified that every dollar invested in child care in Ontario has a direct regional economic output of \$2.27.

NOW THEREFORE BE IT RESOLVED:

1. That the Niagara Region **REQUEST** that:
  - a. The Government of Ontario prioritize children and child care as part of our overall post-pandemic recovery plan;
  - b. The Government of Ontario develop, adequately fund and release publicly a comprehensive plan that can support families through the provision of licensed child care and early learning education; and
  - c. The Government of Ontario and the Government of Canada work collaboratively to develop a National Child Care Strategy to make child care an essential part of our public infrastructure that can support and expedite economic recovery; and
2. That this motion **BE CIRCULATED** to those upper and single tier municipalities who are designated by the province as municipal service managers for childcare and local area MPPs and MPs.

Yours truly,



Ann-Marie Norio  
Regional Clerk

CLK-C 2020-185

Distribution List:

The Right Honorable Justin Trudeau, Prime Minister of Canada  
Chris Bittle, MP - St. Catharines  
Dean Allison, MP - Niagara West  
Vance Badawey, MP - Niagara Centre  
Tony Baldinelli, MP - Niagara Falls  
Jennifer Stevens, MPP - St. Catharines  
Jeff Burch, MPP - Niagara Centre  
Wayne Gates, MPP - Niagara Falls  
Sam Oosterhoff, MPP - Niagara West-Glanbrook  
Clerk, City of Brantford  
Clerk, City of Cornwall  
Clerk, City of Greater Sudbury  
Clerk, City of Hamilton  
Clerk, City of Kawartha Lakes  
Clerk, City of Kingston  
Clerk, City of London  
Clerk, City of Ottawa



Clerk, City of Peterborough  
Clerk, City of St. Thomas  
Clerk, City of Stratford  
Clerk, City of Toronto  
Clerk, City of Windsor  
Clerk, Counties of Leeds & Grenville  
Clerk, Counties of Prescott and Russell  
Clerk, County of Bruce  
Clerk, County of Dufferin  
Clerk, County of Grey  
Clerk, County of Hastings  
Clerk, County of Huron  
Clerk, County of Lambton  
Clerk, County of Lanark  
Clerk, County of Norfolk  
Clerk, County of Northumberland  
Clerk, County of Oxford  
Clerk, County of Renfrew  
Clerk, County of Simcoe  
Clerk, County of Wellington  
Algoma District Services Administration Board  
Cochrane District Social Services Administration Board  
Kenora District Services Board  
Manitoulin-Sudbury District Services Board  
Clerk, District of Muskoka  
District of Nipissing Social Services Administration Board  
District of Parry Sound Social Services Administration Board  
Rainy River District Social Services Administration Board  
District of Sault Ste. Marie Social Services Administration Board  
Thunder Bay District Social Services Administration Board  
District of Timiskaming Social Services Administration Board  
Clerk, Municipality of Chatham-Kent  
Prince Edward-Lennox and Addington Social Services  
Clerk, Regional Municipality of Durham  
Clerk, Regional Municipality of Halton  
Clerk, Regional Municipality of Peel  
Clerk, Regional Municipality of Waterloo  
Clerk, Regional Municipality of York

**Pilon, Janet**

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**From:** MLTC Correspondence Replies (MLTC) <Replies.MLTC@ontario.ca>  
**Sent:** Tuesday, August 25, 2020 11:33 AM  
**To:** Office of the Mayor  
**Subject:** Response from the Ministry of Long-Term Care (ref: 245-2020-1782)

His Worship Fred Eisenberger  
Mayor, City of Hamilton  
71 Main Street West  
2<sup>nd</sup> Floor  
Hamilton ON L8P 4Y5  
mayor@hamilton.ca

Dear Mayor Eisenberger:

Thank you for your email sent on July 23<sup>rd</sup>, 2020, to the Honourable Doug Ford, Premier of Ontario, which was forwarded to the Ministry of Long-Term Care. Please accept our apologies for the delay in responding

We understand that there was a technical issue that resulted in some test results from the Hamilton lab not appearing in the provincial portal/viewer. The issue was unique to the Dave Andreychuk Assessment, and as of July 10<sup>th</sup> has been resolved. Please note there has been no issue with test processing time nor the delivery of positive test results through local public health.

People tested at the Dave Andreychuk Mountain Arena Assessment Centre and who experienced significant delays in getting their results are advised to contact the Hamilton Family Health Team.

Testing is typically completed within two to three days. Ontario Health helps ensure each assessment centre communicates with patients about how to access their test results. Patients can look for their results on the provincial portal/viewer, contact their family doctor, or reach out to the assessment centre to get their results.

Our government knows that visitor restrictions have been tough on residents, as families and loved ones play an important role in providing care and emotional support to residents.

On July 15, 2020, the ministry updated the restrictions so that up to two people could visit a loved one during an outdoor visit and are no longer required to take a COVID-19 test. On July 22, indoor visits have been allowed for two people at a time. Indoor visitors must verbally attest to a negative COVID test.

All visits continue to be subject to strict health and safety protocols, such as wearing a mask or face covering and complying with a home's infection prevention and control protocols.

These protocols also include physical distancing, which we encourage visitors and residents to practice during their visits, both indoor and outdoor. However, for an indoor visitor who has verbally attested to a negative COVID-19 test within the last 14 days, physical contact could be considered if it will help with the resident's social and emotional well-being.

We ask that homes provide meaningful and equitable access to visits for all residents and consider the staffing and space capacity available to the home to maintain the safety of residents, staff, and visitors. Homes have discretion in scheduling visits but must take into account all directives in place at the time of the decision, and must consider whether visitors are essential caregivers (e.g., supports with feeding, etc.)

Throughout the pandemic, homes have been permitted to admit essential visitors. Essential visitors are a person performing essential support services (e.g., food delivery, inspector, maintenance, or healthcare services (e.g., phlebotomy), a person visiting a very ill or palliative resident. Essential visitors are the only type of visitors allowed when a resident is self-isolating or symptomatic, or when a home is in an outbreak.

We are moving cautiously to balance these essential visits and mitigate risks. Long-term care homes must meet certain conditions to accept visitors.

For additional information on the visitor policy, please visit [http://www.health.gov.on.ca/en/pro/programs/publichealth/coronavirus/docs/2019\\_guidanceltc\\_resuming\\_visits.pdf](http://www.health.gov.on.ca/en/pro/programs/publichealth/coronavirus/docs/2019_guidanceltc_resuming_visits.pdf).

We hope you find this information helpful.

Sincerely,

Ministry of Long-Term Care

**Ministry of Natural Resources and  
Forestry**

Resources Planning and Development  
Policy Branch  
Policy Division  
300 Water Street  
Peterborough, ON K9J 3C7  
Facsimile: 705-755-1971

**Ministère des Richesses naturelles et  
des Forêts**

**Direction des politiques de planification  
et d'exploitation des ressources**  
Division de l'élaboration des politiques  
300, rue Water  
Peterborough (Ontario) K9J 3C7  
Télécopieur: 705-755-1971



August 28, 2020

**Subject: Amendments to Ontario Regulation 244/97 and the Aggregates of Ontario  
Provincial Standards under the *Aggregate Resources Act***

Dear Ontario Heads of Council and Clerks,

Earlier this year, the Ministry of Natural Resources and Forestry hosted a 93-day consultation period on the Environmental Registry regarding changes to Ontario Regulation 244/97 under the *Aggregate Resources Act* (ARA) to improve the way aggregates are managed and support the growth of the province's communities. We received hundreds of comments from a variety of sources including industry, municipalities, agricultural, environmental and community groups, Indigenous communities and partners, and members of the general public.

I am writing today to notify you that after carefully considering all the feedback received, the provincial government is moving forward with a number of amendments to Ontario Regulation 244/97 under the *Aggregate Resources Act* (ARA). These regulatory changes will ensure we maintain a steadfast commitment to protecting the environment and managing impacts to communities while reducing unnecessary administrative requirements and creating opportunities for growth.

The ministry is implementing these changes in phases: some will come into effect September 1, 2020, while others will follow on April 1, 2021. Changes affecting existing operations will come into effect January 1, 2022. Existing standards will remain in effect until such time as they are replaced by those changes coming into effect in regulations.

A summary providing more detail regarding these changes can be found on the Environmental Registry (ERO# 019-1303 – <https://ero.ontario.ca/notice/019-1303>). We encourage you to review the notice, regulation and Standards for more information. If you have any questions about the changes to the regulation or the Provincial Standards, please email the ministry at [aggregates@ontario.ca](mailto:aggregates@ontario.ca).

Sincerely,

Jennifer Keyes  
Director, Resources Planning and Development Policy Branch  
Ministry of Natural Resources and Forestry

c: Pauline Desroches, Resources Development Section

**Pilon, Janet**

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**Subject:** Opposed to narrowing Aberdeen

**From:** brandon

**Sent:** Friday, August 28, 2020 2:07 PM

**To:** clerk@hamilton.ca

**Subject:** Fwd: Opposed to narrowing Aberdeen

Hi Mayor Fred,

I have lived in the Durand neighbourhood my whole life and am strongly opposed to narrowing Aberdeen. I think it would cause much more serious problems than it would attempt to solve, and heighten danger in the area overall instead of decrease it.

Please advise if someone can prepare a map showing where all the dangerous accidents are occurring along Aberdeen, and when (what time of day/night). I think this would be the strongest piece of evidence to review before any decision is made. Please only include serious accidents where someone is injured (passengers or pedestrians) or where serious damage is done to property (public or private). Living in the community for almost 40 years I would suspect that most of these serious accidents are occurring at the Queen Street intersection. If this is the case, perhaps we can avoid making changes to the whole of Aberdeen when the issue should be how to change the misbehaviour of drivers up and down Queen.

1. If it turns out most of the dangerous accidents are occurring around the Queen Street intersection, and if most of those accidents are caused by traffic moving north or south (ie. trying to beat the red light) than I think everyone can agree that the danger is not in fact Aberdeen, but is Queen Street instead.
2. As well, if the accidents are often happening in the middle of the night when traffic volume is virtually non-existent then we can rule out the idea that traffic volume is the issue.
3. If it turns out that most of the accidents attributed to Aberdeen are actually occurring at the Queen intersection than maybe those in favor of adding parking lanes would have to concede that adding parking lanes on Queen would make more sense from their own safety standpoint.
4. If it turns out most of the dangerous accidents are occurring around Queen, then perhaps dangerous accidents are not happening along the length of Aberdeen precisely because there are no parking lanes on Aberdeen. As things stand now, the pedestrians have full visibility both ways on Aberdeen and the drivers on Aberdeen have full visibility of all pedestrians on both sides of the street. This simple feature prevents accidents, because both drivers and pedestrians are clearly visible to each other. If you start parking trucks and SUV's along Aberdeen then drivers will have their line of sight obstructed to the pedestrians on the street, and vice versa. No matter what speed you are travelling, having people run out between parked cars is very dangerous.

I think a map of serious accident locations would be very helpful to show where the issues actually are, and from that to determine what to do about them. I don't think a map of serious accidents should be that big of a request considering the cost/time involved in the currently proposed solution. I imagine that each serious accident report would have an address/intersection/location on it. I also imagine that accidents are rated or noted for severity, so perhaps we can mark accidents that are serious (involve bodily harm) in a different colour on the map from those that don't involve bodily harm (small fender bender stuff that is not serious). And if we can mark accidents by time (night and day) to determine if rush hour traffic volume is a factor or not. I would imagine the more ways we can categorize the accidents the better, as it would make sense to review the accidents one time really well and get as much detailed information as we can. I believe this would provide a much more detailed analysis than simply saying there are "x" amounts of accidents along Aberdeen, which doesn't account for where, when, how, why, severity, etc. If the goal is truly to make the area safer, then we need to examine where the danger is actually occurring and I don't think stating a number does

justice to the issue of finding out where/how/when the serious accidents are happening. It would be a shame (not to mention waste of taxpayer dollars) to go through all the trouble of narrowing Aberdeen only to find out it created more serious accidents overall in the neighbourhood, plus didn't stop what I suspect is the major issue in the first place which is cars racing up and down Queen Street trying to beat the red light.

Thank you Mayor Fred,

Brandon Schofield

**Pilon, Janet**

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**Subject:** Aberdeen Ave "Traffic control"

**From:** Patrick HENDERSON

**Sent:** Sunday, August 30, 2020 9:15 AM

**To:** Wilson, Maureen <Maureen.Wilson@hamilton.ca>; clerk@hamilton.ca

**Subject:** Aberdeen Ave "Traffic control"

Attention City Clerk and Council of Hamilton Wentworth

As a local resident that frequently utilizes Aberdeen Avenue, I oppose the action being taken to park on both sides of the street.

My daughter currently attends St. Josephs Elementary school located at the corner of Locke Street and Herkimer. Each day I drive her to and from school from the top of Queen street Just off Scenic drive. Currently, the Queen Street hill is frequently backed up Garth street to as far as Sanatorium. The problem is further exasperated when there is poor weather conditions, never mind a stranded motorist, taking me as much as 30 to 40minutes to get her to and from school.

This proposal suggested by Council of two lanes will be a daily nightmare. Further , it will be extremely dangerous for young children living in this area especially coming and going from Earl Kitchener School on Dundurn St. And St. Joseph's School. I feel this effort to change is self serving to those who are really looking to extend parking on the street. Not a safety concern as was initially proposed. If this was truly a safety concern, parking on both sides of the street would be the last thing you would want to do if you are concerned about traffic congestion.

Please reconsider this proposed change for our safety and those of our children.

Respectfully submitted for your consideration and attention.

Patrick and Sylvia Henderson

**Pilon, Janet**

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**Subject:** Proposed Aberdeen lane reduction.

From: John Waddell  
Sent: Monday, August 31, 2020 6:22 PM  
To: clerk@hamilton.ca  
Subject: Proposed Aberdeen lane reduction.

Dear Mr. Mayor, Members of City Council and City Clerk.

Just a short note expressing my opposition to the proposed lane reduction on Aberdeen Ave..

In it's current configuration, the four lanes of Aberdeen Ave. gets the job done and most folks seem to enjoy the accessibility it provides.

I'm not sure how Kirkendall becomes a better neighbourhood by purposely obstructing the traffic flow on Aberdeen Ave. and forcing frustrated drivers onto residential side streets.

Perhaps the focus should be on efficiently moving the traffic as apposed to finding creative ways of backing it up.

Thanks for listening and good luck.

John Waddell



**Pilon, Janet**

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**Subject:** Keep Aberdeen Moving

**From:** JoAnne Barresi

**Sent:** Monday, August 31, 2020 8:59 PM

**To:** clerk@hamilton.ca

**Subject:** Keep Aberdeen Moving

Date: August 31, 2020

To: Fred Eisenberger  
Members of Hamilton City Council

From: JoAnne Barresi  
Resident

I am a resident of Kirkendall South neighborhood and am writing to express my opposition to the City of Hamilton's plan to reduce Aberdeen Avenue, between Dundurn Street South and Queen Street, from four lanes to 2 lanes.

"Keep Aberdeen Moving" has set out a number of very good reasons that clearly refute the claim that this strip of road is dangerous. I strongly agree with their assertions. In particular, I strongly agree with the concern that congestion will cause an increase in greenhouse gases and directly contradict the City's Vision zero objective of 'reducing contributions to climate change'. Rather than giving lip service and creating grand 'claims' to reduce greenhouse gases, governments like the City of Hamilton, need to actually follow through on their plans and take clear steps that are consistent with their claims and promises. Additionally, and equally important, Children and vulnerable citizens should not be put at risk by this increased traffic congestion and the likelihood of drivers trying to find alternative routes rather than sticking on the main roads.

Please listen to the citizens of this neighborhood and all citizens of the city of Hamilton and scrap this plan.

JoAnne Barresi

**Pilon, Janet**

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**Subject:** Keep Aberdeen Moving

**From:** Mark Clem

**Sent:** Monday, August 31, 2020 10:01 PM

**To:** clerk@hamilton.ca

**Subject:** Keep Aberdeen Moving

Date: August 31, 2020

To: Fred Eisenberger  
Members of Hamilton City Council

From: Mark Clem  
Resident

I am a resident of Kirkendall South neighbourhood and am writing to express my opposition to the City of Hamilton's plan to reduce Aberdeen Avenue, between Dundurn Street South and Queen Street, from four lanes to 2 lanes.

I strongly agree with the concern that congestion will cause a number of unnecessary challenges and disruptions along a street that is critical to providing an efficient flow of traffic through the south west part of the city. Most importantly, children and vulnerable citizens should not be put at risk by this increased traffic congestion and the likelihood of serious accidents on neighbourhood streets that are not designed to deal with the volume.

**Please listen to the citizens of this neighbourhood and all citizens of the city of Hamilton and scrap this plan.**

Mark Clem

**Pilon, Janet**

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**Subject:** one road

**From:** Peter Cook

**Sent:** Tuesday, September 1, 2020 11:36 AM

**To:** clerk@hamilton.ca

**Subject:** one road

I am voicing my dissatisfaction at the City's decision to make Aberdeen into 1 lane each direction. This road is already backed up every morning and every evening from stop light to stop light and seven days a week. This is the only route out to the highway for any of us in the Durand or Kirkindale neighbourhood. I have lived in this neighbourhood since 1967 and fail to see any wisdom in this move. All of the houses on Aberdeen already have driveways so extra parking is not needed. I hope you can see fit to pressure the road management to reverse this decision. This will push me to sell up and move out of Hamilton as it is already impossible to move around wth all of the bike paths etc.so stop this senseless change or get the citizens to vote on it. If you have any questions please contact us at anytime. Thank you.

Best Regards,  
Peter Cook

Pilon, Janet

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**Subject:** road changes

**From:** Mark Cook

**Sent:** Tuesday, September 1, 2020 11:45 AM

**To:** clerk@hamilton.ca

**Subject:** road changes

It has been brought to my attention that the City is going to change the Aberdeen road to a useless one lane each direction.

Who thought this was a good idea?

No study has ever been done in this neighborhood and you seem to feel changes are needed.

Why were the homeowners in this area not poled for their opinions since they will be affected by this stupid move.

Aberdeen is already a traffic jam and moves at 20-25 km an hour during morning and evening rush hour and even on Saturdays and Sundays .

The 40 km limit makes it impossible to get to the highway and this is the only route to get there for Durand residents.

This constant changing of one ways to 2 ways adn closing half the streets off for bike paths that are very rarely used is ridiculous.

I want to make sure my vote counts in the next election.

I want this action on Aberdeen stopped or I will do everything in my power to campaign to make sure all councilors involved in this area get voted out during the next election.

**It is about time we as residents get a voice and be heard before any majour changes are implemented.**

The most obvious evidence of the stupidity of the actions Hamilton has taken is the millions of dollars wasted on plastic speed bumps.

Every one has now been removed and replaced with permanent ones after multiple attempts to repair damaged speed bumps.

I want to see the actual cost to taxpayers for this action.

Best Regards, Mark Cook

**Pilon, Janet**

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**Subject:** Aberdeen street conversion

**From:** Leslie Malloy

**Sent:** Tuesday, September 1, 2020 8:32 PM

**To:** clerk@hamilton.ca

**Subject:** Aberdeen street conversion

Hello--I live South of Aberdeen between Queen and Dundurn and am writing to register my disagreement with the upcoming conversion of Aberdeen (between Queen and Dundurn) from a 4 to 2 lane road. Aberdeen is an arterial road used by many to gain access to Westdale, McMaster University and Highway 403. Conversion of Queen Street to a two way street does little to alleviate the traffic turning left onto Aberdeen, mainly reducing traffic travelling east from Queen towards downtown.

Reducing the number of lanes on Aberdeen will back up traffic significantly, especially when vehicles attempt to turn left or when the bus is travelling along its route, resulting in cars cutting through the residential neighbourhoods both north and south of the street to find quicker routes. Drivers who become impatient while being stuck in congestion are also more likely to race to clear the traffic lights and/or run yellow and red lights. Both of these events will seriously endanger neighbourhood residents, of which a significant number are children.

There are presently 5 locations for pedestrians to safely cross Aberdeen on this stretch of road. If safety is truly the only motivating factor behind this change (and since Aberdeen isn't even in the top 500 of dangerous roads in Hamilton, it seems unlikely), it would likely be better to put in red light cameras and speed traps along this route.

Leslie Malloy

**Pilon, Janet**

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**Subject:** Proposed traffic lane reduction on Aberdeen Avenue

**From:** David Stothart

**Sent:** Thursday, August 27, 2020 8:57 PM

**To:** clerk@hamilton.ca

**Subject:** Proposed traffic lane reduction on Aberdeen Avenue

We are writing to express our opposition to the proposed traffic lane reduction on Aberdeen Avenue.

As a main artery connecting Queen Street and the mountain to the 403 and Westdale, the volume of traffic requires four lanes. There are a number of traffic lights and crosswalks in place to handle pedestrian traffic. Reducing lanes on Aberdeen will definitely result in people using side streets in the neighbourhood as detours, which will put the safety of the residents of this area in jeopardy. This will literally be an accident waiting to happen. As residents of Hyde Park Avenue, we have first-hand experience with what happens when the 403 is blocked: drivers use Aberdeen as an alternate route, which makes it congested. This results in drivers speeding up the streets that intersect with Aberdeen as they try to escape and find a faster route. This is an area that has many children residing in it, and their safety is already at risk with speeding, aggressive driving a regular occurrence. This will undoubtedly exacerbate this problem.

City council needs to keep the traffic flow on Aberdeen as it currently exists.

Thank you,

Susan and David Stothart

**Pilon, Janet**

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**Subject:** Aberdeen Construction

From: Sarah Robson  
Sent: Thursday, August 27, 2020 12:05 PM  
To: clerk@hamilton.ca  
Subject: Aberdeen Construction

Hello,

I am writing today to express my concern with the planned road construction on Aberdeen.

I live on Braemar Place, on the west mountain and my property and safety is directly affected by the traffic on Garth St. I have sent in my concerns in the past regarding aggressive drivers using our street to turn around and driving erratically while children play outside.

By slowing down traffic in an already overly used route, you are contributing to the problems with road rage and erratic driving. Anytime there is a collision or issue on Beckett St, Garth, The Linc or Aberdeen, our street experiences an increased volume of drivers whom show no concern for residents and especially children.

I can not fathom how slowing down the moving traffic at the bottom of the hill would serve any good to our area or especially the side streets off of Aberdeen.

We are considering moving out of Hamilton, which is a shame as our parents, grand parents and even great grand parents were citizens of The City of Hamilton. We no longer feel it is a safe or pleasant community to raise our family.

The increased population, road traffic and urban sprawl has created a congested and noisy city.

The possible development of the brow lands will not only create more noise and pollution but further increase traffic, how do you purpose the thousands of new local residents will access the highways to commute?

I urge you, to start considering the life of the average, everyday Hamilton resident; working hard to afford a home and contributing to a city that seems to have no regard for middle class Canadians.

**Pilon, Janet**

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**Subject:** Aberdeen lane changes

**From:** Patty Leggat  
**Sent:** Thursday, August 27, 2020 10:36 AM  
**To:** clerk@hamilton.ca  
**Subject:** re: Aberdeen lane changes

I am begging you to reconsider the idea of changing Aberdeen. There are so many reasons why this is not a good idea at all. You may decide you are solving one problem (debatable at best) but you are initiating a dozen other problems which could end up being much more serious.

What about the thousands of people with children who live off of Aberdeen? Many streets are narrow. Have you even considered how this is going to impact their lives? It appears that you are only worried about Aberdeen!!!

You know very well that cars will be doing everything possible to avoid jammed traffic on Aberdeen if these changes go through. Cars will be racing up and down all the side streets trying to find a quicker way around the traffic. Do you think these drivers will even consider the children on those streets, or are they just focused on a faster way to work. You know the answer. The side streets DO NOT deserve to be put in such a position by you people only worrying about ONE street.

I live on a dead end street and I KNOW EXACTLY what it is like when traffic gets backed up on the Queen Street hill. Cars FLY up and down our street searching for an alternate route, so don't tell me that this isn't going to happen because it will. My heart breaks for all the people living on those side streets for what you are planning to do to them. It is absolutely not fair.

Please reconsider this awful plan.  
Roy and Patty Leggat

\*\*\*Next time Queen Street hill is backed up come up to Braemar Place and witness first hand the number of cars which fly up and down our street looking for an alternate route and I'm sure then you will see what is wrong with your plan first hand!!!



**Pilon, Janet**

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**Subject:** Aberdeen

**From:** Anne and Gord

**Sent:** Thursday, August 27, 2020 10:31 AM

**To:** clerk@hamilton.ca

**Subject:** Aberdeen

We are writing to share our opposition to the planned traffic lane reduction on Aberdeen  
We will live on Flatt ave and are really concerned about any reductions in lanes  
There are lots of lights and crosswalk lights that enable people to walk across safely  
Aberdeen is used a great deal and we need it to be kept the way  
Please ensure that this email is passed along to the Mayor and Members of City Council.  
Anne and Gordon Howarth

**Pilon, Janet**

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**Subject:** Lane reduction Queen and Dundurn

**From:** Ashleigh Leggat

**Sent:** Thursday, August 27, 2020 10:15 AM

**To:** clerk@hamilton.ca

**Subject:** Lane reduction Queen and Dundurn

Hello,

I currently live at Braemar Place in Hamilton which is right at the top of the Queen street hill. I would like to request that the City reconsider reducing the lanes along Aberdeen. Perhaps the councillors in favour of this reduction have never driven down this road during rush hour, or pretty much any other hour of the day. Reducing the lanes will only cause ADDITIONAL traffic for mountain residents trying to get to work, school etc. Not to mention that when the traffic backs up, cars inevitably turn down our street as well as Auchmar to find alternate routes in a panic and speed down the road.

Im sure the argument is that residents should take the 403 and red hill for their commute but these routes are also crazy congested during rush hour as i'm sure you know.

Residents on Aberdeen are already permitted to park their vehicles on the street overnight. That should continue.

Thank you  
Ashleigh Leggat

**Pilon, Janet**

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**Subject:** Keep Aberdeen Moving

**From:** Ashley Leggat

**Sent:** Thursday, August 27, 2020 9:50 AM

**To:** clerk@hamilton.ca

**Subject:** Keep Aberdeen Moving

Hello,

My name is Ashley Leggat and I have been a resident of Hamilton my entire life. I grew up on Braemar Place right at the top of the Queen Street Hill, and now have bought my own family home on the same street.

I am writing today with major concern over the plan to reduce the number of lanes along Aberdeen Avenue between Queen Street South and Dundern Street South, from four to two. This is a terrible idea for many reasons, but I will highlight those most personal to me.

I have two children, they are 3 and 1. My children play on our street as it is a dead end and there is rarely any traffic here. On days when the Queen Street Hill is backed up (due to accident, or rush hour) I run my kids inside as there are hundreds of cars flying down Braemar and Auchmar to try and find a different route down the mountain. They go at top speed with no care about the numerous children that live in this area. If those lanes are reduced, the amount of traffic flying down Braemar and Auchmar will be tremendous and I am truly fearful that someone's child is going to be hit.

It makes no sense to me why this lane reduction is even an option. The traffic already is at a stand still during rush hour, and it takes me 25 minutes to drive down the queen street hill to take my daughter to gymnastics on Dundern street. *Can you imagine the traffic clogging the streets trying to get onto or off of the 403? Will people need to allow an extra hour on their journey to Toronto so that they can get out of Hamilton?* Let's not even mention the amount of pollution that will billow into our areas as cars idle on the Queen St Hill all day long.

Please rethink this decision. It is completely unnecessary and will cause far more damage in the long run. There are plenty of other streets you can turn into parking that don't disrupt the city of Hamilton.

Thank you

Ashley Leggat

Pilon, Janet

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**Subject:** Keep Aberdeen moving

**From:** Michael Janjic

**Sent:** Wednesday, August 26, 2020 10:26 AM

**To:** clerk@hamilton.ca

**Subject:** Keep Aberdeen moving

I think that the City has made a mistake hiring what appears to be planners from Toronto to "improve" our traffic flow. Trying to emulate the mess in Toronto here is frustrating for native Hamiltonians! Leave Aberdeen alone!

**Pilon, Janet**

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**Subject:** Fwda mayor and members of council

From: **Maria Mungo**

Date: Sun, Sep 6, 2020, 10:28 PM

Subject:

To: <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

Dear mayor eisenberger

As a citizen of Hamilton I am deeply concerned about the defund the police movement in our city. These special interest groups/activists operating in Hamilton are acting as tho they are an 'elected' body! They are nothing but bullies trying to disempower our police force by shaming them into submission, so that anarchists, BLM, along with other groups and thugs will have the freedom to burn down our city and assault people without repercussion!

My question for you mayor, is why do city council and the police board legitimize these groups by continually engaging them? There are approximately 750,000 citizens (taxpayers) in Hamilton, do our voices not matter? I am fed up with this 'unelected mob' holding our city and police force hostage! A 20 % budget cut to law enforcement will compromise the safety of citizens and officers alike! Its time for our elected city council to stop legitimizing mob rule in our city before Hamilton turns into Portland!

Sincerely

Maria Mungo

**Pilon, Janet**

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**Subject:** Aberdeen lane closures

From: Keith  
Sent: Tuesday, August 25, 2020 9:45 PM  
To: clerk@hamilton.ca  
Subject: Aberdeen lane closures

To Mayor Eisenberger and Members of City Council, I am writing to express my concern over proposed lane closures on Aberdeen Ave. between Dundurn and Queen St.

I have lived in this neighborhood for 40 years and agree Aberdeen is a busy street. However there are stoplights with crosswalks at Dundurn, Locke & Queen St. and pedestrian activated stoplights at Kent, Cottage, and Chedoke Ave. Reducing lanes on Aberdeen will cause significant traffic congestion with many vehicles diverting to adjacent streets making them less safe.

I hope you will not support the proposed lane closures.

Keith Mann

**Pilon, Janet**

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**Subject:** Aberdeen Ave

From: Barbara Mann  
Sent: Tuesday, August 25, 2020 8:15 PM  
To: clerk@hamilton.ca  
Subject: Aberdeen Ave

Dear Mayor Eisenberger and Members of City Council,

I am writing to voice my objection and concern over the proposed plan to reduce Aberdeen Avenue between Queen and Dundurn to two lanes of traffic. I have lived in this part of Hamilton my whole life. Sixty years ago when I and every other kid in the neighborhood walked to school Aberdeen had a traffic light at Queen and one at Dundurn with a crossing guard at Locke . Later, traffic lights were installed at Locke and Aberdeen and crossing guards were eventually added at Dundurn and at Queen St. Recently pedestrian crossing lights were added at Kent St. , Cottage Avenue, and Chedoke Avenue. All in the interest of the safety of the pedestrians.

Aberdeen has always been a busy street. It is a city bus route. Does that mean the buses will have to merge in and out of one lane of traffic? Traffic will back up significantly. Impatient, annoyed , and aggressive drivers will find alternate routes through our quiet neighborhood streets. And that will create a much more dangerous traffic situation.

I truly hope this plan does not get your approval. It will have a negative impact on our neighborhood streets and make them less safe.

Sincerely,  
Barbara Mann

**Pilon, Janet**

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**Subject:** Aberdeen Avenue Traffic Change

From: Colleen Henderson's  
Sent: Tuesday, August 25, 2020 5:19 PM  
To: clerk@hamilton.ca  
Subject: Aberdeen Avenue Traffic Change

Attention City Clerk and Council of Hamilton Wentworth

We, the below residents are opposed to the changing reduction of traffic lanes On Aberdeen Avenue with parking on both sides.

This is ludicrous to propose this without having a proper study by knowledgeable experts. From personal knowledge Homewood and Stanley will be overrun with speeding vehicles trying to save time to reach Queen Street or Dundurn Street. The Queen Street hill will be backed up to Fennel Avenue or further south during rush hour in the mornings coming down to make a left hand turn onto Aberdeen Ave. Whenever there has been a fender bender and they shut down one lane on Aberdeen Ave its a disaster as we have already experienced this now.

This proposal suggested by Council of two lanes will be a daily nightmare happening. This is very dangerous for our senior citizens and the young children living in this area especially coming and going from Earl Kitchener School on Dundurn St. And St. Joseph's School on Locke St.

Please reconsider this proposed change for our safety and health problems from the extra greenhouse gas emissions.

Respectfully submitted for your consideration and attention.

D. John Henderson

Donna Syms

Patrick Henderson



**Pilon, Janet**

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**Subject:** Keep Aberdeen Moving

**From:** Ryan Chin

**Sent:** Tuesday, August 25, 2020 3:57 PM

**To:** clerk@hamilton.ca

**Subject:** Keep Aberdeen Moving

Hello Hamilton Council

Writing today to acknowledge my opposition to the City of Hamilton's plan to reduce the lanes on Aberdeen.

- Aberdeen is an arterial road - a major link between Queen Street and Highway 403. Reducing lanes will back up traffic significantly.
- Clogged traffic will result in drivers cutting through our quiet neighbourhood streets to find a quicker way to their destinations.
- Additional vehicle traffic will greatly increase the likelihood of serious accidents on our neighbourhood streets.
- Children and vulnerable citizens should not be put at risk by this increased traffic.
- Pedestrians can safely cross Aberdeen at 5 locations within 10 blocks - at traffic lights on the corners of Dundurn, Cottage, Locke, Kent and Queen streets.
- Traffic backups on Aberdeen Avenue will impede emergency responders.

Let's keep the traffic flowing in and out of the city.

Respectively submitted

**Ryan Bradleigh Chin, MBA, CLU, QAFF**

**Pilon, Janet**

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**Subject:** Reducing lanes on Aberdeen

**From:** Lauren Fehlings

**Date:** Mon, Sep 7, 2020 at 5:13 PM

**Subject:** Reducing lanes on Aberdeen

**To:** <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>

Hi Maureen,

I'm emailing you to share support for reducing lanes on Aberdeen Avenue between Dundurn and Queen.

I am a resident of the Kirkendall area, and feel very strongly about continuing to make our neighborhood more pedestrian friendly, and that includes reforming Aberdeen from the thoroughfare it currently is to a safer street. I walk my dog multiple times per day in the area and actively avoid walking along Aberdeen as I feel unsafe with the speed of cars passing by. I regularly observe dangerous driving and feel quite uncomfortable spending time on the sidewalk as a pedestrian. I believe that reducing the lanes and curbing the speed that cars can travel along that street is beneficial for our neighborhood.

Thank you for your hard work on this initiative and for your support in calming Aberdeen.

We thank you for all your time and energy, your fight against the "Keep Aberdeen Moving" campaign, and trying to keep our Kirkendall neighborhood safer.

Thanks,

Lauren Fehlings

Aug 25, 2020

Dear Members of City Council:

As a resident of Ward 1, I am writing in support of the traffic calming measures scheduled to take place on Aberdeen Avenue.

My name is Tanya Irwin and my partner Brett and I, and our 3 month old pup Foxy, live at Aberdeen Ave. It is likely not news to you that Aberdeen is an incredibly busy road between Queen and the 403. Cars speed by at close to 100km/h at times. Pulling in and out of our driveway is hazardous. From our front porch, we have witnessed several near accidents, some of which occurred right in front of our driveway – a place we could easily have been standing while unloading groceries, taking Foxy out for a walk, etc. Pulling in and out of our driveway is hazardous. Erratic and speeding drivers use the right lane as a passing lane, the lane nearest us while we are on our driveway, walking our pup, or just taking a stroll. The drivers using the ostensibly “passing lane” accelerate in dangerous and unpredictable ways. The noise nuisance of the loud traffic is another story altogether.

Though these anecdotes are indeed reflections of our day to day reality on Aberdeen, the Information Update circulated on June 25, 2019 on Aberdeen Avenue Safety Measures quantitatively and compelling shows the very grave safety concerns of the current conditions on Aberdeen. The report finds that collisions on Aberdeen are almost 5x the acceptable rate for a safe street. Our anecdotal concerns are indeed a very real lived reality.

Though I realize the residents on Aberdeen are a minority number in Hamilton as a whole, I am perplexed as to why our safety is considered less of a priority than our community members who live on neighbouring streets. I know our neighbours on Homewood et al. have concerns about traffic being redirected on their streets - but they fail to recognize that Aberdeen is a residential street as well, with plenty of people living here too. If it is the case that traffic is split between the streets, it seems fair, and less of a risk to those of us living on Aberdeen. Further, this is not an issue for Aberdeen residents alone. I know many people, families, and children in our community frequently cross Aberdeen to access our gorgeous trail system, Locke street, or parks.

In the name of a progressive, bike, pedestrian, family, and puppy friendly city – I implore you to support our plea for a safer community.

Thank you for all of your hard work, and for reading my support and plea for the city to fulfill its plan to reduce Aberdeen to two lanes.

Sincerely,

Tanya Irwin, Brett Snider, and Foxy

**Pilon, Janet**

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**Subject:** Aberdeen Avenue

From: Juliana Webster  
Sent: Tuesday, August 25, 2020 10:55 AM  
To: Wilson, Maureen <Maureen.Wilson@hamilton.ca>  
Cc: clerk@hamilton.ca  
Subject: Aberdeen Avenue

Dear Councillor;

I am writing to say that I fully support the calming of traffic on Aberdeen Avenue. Further, the misinformation in my mailbox this morning from "Keep Hamilton Moving" is upsetting. I hope that Hamilton focuses on the safety of this road. It is not a highway. But it certainly feels like one.

Yours truly,  
Julie

Juliana Webster

**Pilon, Janet**

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**Subject:** Aberdeen

From: Krista Christink  
Sent: Tuesday, August 25, 2020 9:13 AM  
To: clerk@hamilton.ca  
Subject: Aberdeen

Mayor and Members of City Council,  
I just wanted to write and let you know I think Aberdeen should remain a four lane road. We live just off McDonald, and turning left off of Aberdeen onto a side street is already difficult. If traffic has to wait behind me as I wait for an opening, it's going to be constantly backed up. Which just adds more frustration, idling vehicles, etc. That's my two cents!  
Krista Christink

**Pilon, Janet**

---

**Subject:** Support tragic calming on Aberdeen

From: Clase, Catherine  
Sent: Monday, August 24, 2020 10:46 PM  
To: clerk@hamilton.ca  
Cc: Wilson, Maureen <Maureen.Wilson@hamilton.ca>  
Subject: Support tragic calming on Aberdeen

Dear city clerk, & Ms Wilson,

I wanted to let you know how strongly I support the proposed traffic calming measures on Aberdeen.

A group called "keep Aberdeen moving" have been leafleting in our area. I wanted you to know that I have every confidence in the city's ability to monitor unintended consequences such as rat running.

Many thanks, take care,

Catherine Clase

**Pilon, Janet**

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**Subject:** Support for Aberdeen traffic calming/changes

**From:** Verhovsek, Madeleine

**Sent:** Monday, August 24, 2020 10:35 PM

**To:** Eisenberger, Fred <Fred.Eisenberger@hamilton.ca>; Office of the Mayor <mayor@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Danko, John-Paul <John-Paul.Danko@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; clerk@hamilton.ca

**Subject:** Support for Aberdeen traffic calming/changes

Dear Mayor and City Councillors;

As a parent, cyclist, pedestrian, and car driver in Kirkendall, I can say with certainty that Aberdeen - from Queen St to Longwood Ave - is a frightening stretch of road. The street design encourages drivers to go fast; even while speed limit signs kindly request that they go no faster than 50km/hour (or 40km/hour during designated school times), speeds 70km/hour and higher are common.

Along its length, Aberdeen is lined with residential dwellings. Aberdeen bisects the neighbourhood of Kirkendall which is full of young families and residents of all ages and abilities seeking to safely access schools, places of worship, parks and businesses on the north and south sides. However, all too often the street design - narrow sidewalks that abut 4 lanes of fast-moving traffic - makes a journey as pedestrian or cyclist a harrowing and dangerous experience. Personally, I have attended to an elderly neighbour after she sustained serious injuries when hit by a car at Locke and Aberdeen. Additionally, I have seen numerous collisions and innumerable near misses. Last year while walking my young children to school, I witnessed the crossing guard narrowly miss being run down by a vehicle racing through a red light.

As a community, we have been asking for the design of Aberdeen to be reconsidered; to take into account the diverse needs of all users of this road. In 2015, a group of local residents, fully supported by the Kirkendall Neighbourhood Association, delegated to City Council, requesting traffic calming measures along this stretch of Aberdeen. Our community welcomes the approved pilot introduction of curb-lane parking, which will provide a buffer for pedestrians and will reduce opportunities for dangerous vehicle speeds. It is my understanding that this plan has been studied and vetted by city staff, and that its impacts will be carefully reviewed after implementation, including impacts on congestion and traffic on side streets. As a resident and homeowner on Undermount Avenue, I look forward to seeing these modest changes implemented as soon as possible.

Thank you for your time and consideration.

Sincerely,

Madeleine Verhovsek

**Pilon, Janet**

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**Subject:** Conversion of Aberdeen Ave to two lanes

**From:** John Coates  
**Sent:** Thursday, August 20, 2020 1:33 PM  
**To:** clerk@hamilton.ca  
**Cc:** Dave Borsellino <borspj@gmail.com>  
**Subject:** Conversion of Aberdeen Ave to two lanes

Mayor and members of City Council

I am sending this e-mail to voice my objection to the move by the City to reduce Aberdeen Avenue to two lanes of traffic. Aberdeen Avenue is as you know an arterial road connecting to the 403 highway at Longwood Road.

Travellers coming into the City via the 403 from the west have only two options to access the city, Aberdeen and Main street. Reducing Aberdeen to two lanes will cause major traffic congestion and will force drivers to travel through bordering neighbourhoods to access the Queen Street hill. This will increase traffic on Glenfern ave and Amelia avenue during rush hours which will impact the safety of our neighbourhood children. I have lived on Glenfern Avenue for the past 50 yrs and consider this so called traffic improvement unacceptable. I question the flawed mindset of our City "Traffic Engineers".

I have also in the past brought to the attention of my Councillor the unwarranted amount of sign pollution at the intersection of Glenfern Avenue and Kent Street. Eight stop signs all with tiger stripes and four double width white lines at a cost of many thousands of \$\$\$\$ all when two simple yield signs at Kent Street would suffice. This sign pollution is not compatible in a residential neighbourhood from an aesthetic and environmental stand point. I have yet to receive a positive response from my councillor.

I also wish to question the so called traffic calming being carried out in my neighbourhood, this is causing a definite increase in the amount of extra fuel consumed and the City's contribution to global warming. I know that since these measures have been put in place I now use an additional 2 litres of fuel per 100 KM when travelling in the City.

I understand that there is an active neighbourhood group called "Keep Aberdeen Moving", I would ask council to listen carefully to what this group has to say and take immediate measures to reverse this flawed move by the City to reduce the Aberdeen arterial to two lanes.

Thank you for your attention to this important matter.  
John Coates



**Pilon, Janet**

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**Subject:** Aberdeen Ave. Lane restrictions

From: Diane Arrell  
Sent: Thursday, August 20, 2020 6:04 PM  
To: clerk@hamilton.ca  
Subject: Aberdeen Ave. Lane restrictions

Dear Mr. Mayor and members of City Council,

I am writing to voice my concerns with you over the proposed changes in the traffic lanes on Aberdeen Ave. I oppose the reduction of 4 lanes of traffic to 2 lanes of traffic. I think that reducing the lanes will make the street more dangerous and will back up traffic.

I would be interested in learning from you why you feel this change is necessary.

Regards,  
Diane Arrell

**Pilon, Janet**

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**Subject:** FW: Objection to proposed Aberdeen lane reduction

**From:** Tara McAuley  
**Sent:** Friday, August 21, 2020 12:00 PM  
**To:** clerk@hamilton.ca  
**Subject:** Objection to proposed Aberdeen lane reduction

Good morning,

My family and I live at 371 Charlton Ave West. I am writing to express my opposition to the planned reduction in traffic lanes on Aberdeen Ave between Queen and Dundurn. I am concerned that some of the anticipated safety benefits along this stretch of Aberdeen will come at the expense of additional traffic and speeding on our neighbouring non-arterial side streets (i.e., 'rat running').

Although our councilor, Maureen Wilson, has acknowledged that rat-running is a current problem that may become exacerbated by the Aberdeen lane reductions even with the coincident Queen St conversion, the pilot project does not include any consideration of this important issue. Potentially solving one set of problems along Aberdeen in exchange for worsening of others is not an equitable solution.

As a resident of Kirkendall with young children, I am also highly invested in creating a safer space for all of us. However, I encourage our Mayor and Members of City Council to oppose the proposed Aberdeen Ave traffic lane reduction until a more comprehensive and well thought out plan comes forward.

Sincerely,  
Tara McAuley

**Pilon, Janet**

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**Subject:** Keep Aberdeen Moving"

**From:** ian woodlock

**Sent:** Friday, August 21, 2020 2:08 PM

**To:** clerk@hamilton.ca

**Subject:** "Keep Aberdeen Moving"

I was seriously disturbed by the City Council decision to reduce Aberdeen Avenue between Queen and Dundurn to 2 lanes with parking lanes. I have been in this area since (Durand) since 1963 and even back then Aberdeen was a vital arterial street from the area into Westdale and later to the 403. This is to me is a short sighted decision that is going to add to the growing congestion on Hamilton streets. It will divert traffic into the the quieter neighbourhoods and frankly by reducing Aberdeen to two lanes will increase the danger even more (if there is any currently) with people exiting their vehicles on the street side or children coming out between parked cars. To me it was an ill thought out proposition and I for one vehemently oppose this move.

Ian Woodlock

**Pilon, Janet**

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**Subject:** Aberdeen Ave

From: Joyce And Irv Dain  
Sent: Friday, August 21, 2020 3:25 PM  
To: clerk@hamilton.ca  
Subject: Aberdeen Ave

We have lived on Pleasant Ave, a few blocks from the top of the Queen St Hill since 1962, and Aberdeen is vital as a throughway from the mountain to the city, west end, and especially to St Joseph's Hospital. Emergency services in the City have been cut off from the hospital since parking has been messed up on the streets adjacent to it. Do Not close further access routes. Thank you Joyce Dain

**Pilon, Janet**

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**Subject:** Aberdeen Traffic Modifications

**From:** David Borsellino

**Sent:** Friday, August 21, 2020 6:38 PM

**To:** clerk@hamilton.ca

**Subject:** Aberdeen Traffic Modifications

In July 2020 when introducing the use of photo radar to reduce speeding on city streets a city staff report stated " While similar traffic related issues may exist on arterial roadways , the primary function of an arterial road is to move traffic efficiently to reduce the amount of traffic and speeding on lower classification streets. Therefore traffic calming measures ...would not be suitable for use on arterial roads. " An arterial road is defined as a road that connects the community DIRECTLY to an EXPRESSWAY or FREEWAY. By any metric Aberdeen Ave is clearly an arterial road. How are the lane restrictions to Aberdeen being implemented when they directly contradict both the purpose of the street and the recommendations of our traffic department ? It is important to recognize these changes will impact citizens in multiple west end wards and those commuters trying to enter the city daily. I urge all councillors to reconsider these Road Diet measures. Rather than being supported by evidence they seem to be based on both the personal agenda and perceptions of our ward one councillor.As currently designed Aberdeen Ave. is already safe as is proven by the city's own statistics on traffic collisions gathered from 2013 to 2018. Major changes have already been implemented to improve safety: redesign of the intersection at Aberdeen/ Dundurn, two pedestrian activated stoplights, and a 40 mph zone during school hours. Reducing traffic to one lane will increase pollution, increase traffic on residential streets, making entering and exiting neighbourhoods more hazardous and double the current traffic congestion on Aberdeen during morning and evening rush hour. WHY is this being done ? Sincerely , David Borsellino, Ward One resident

**Pilon, Janet**

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**Subject:** Lane reduction---Aberdeen Avenue.

**From:** Frank Kovacs

**Sent:** Saturday, August 22, 2020 4:08 PM

**To:** clerk@hamilton.ca; Wilson, Maureen <Maureen.Wilson@hamilton.ca>

**Subject:** Lane reduction---Aberdeen Avenue.

Mayor Eisenberger and Members of City Council

My wife and I are strongly opposed to the City of Hamilton's proposal to reduce Aberdeen Avenue-- between Dundurn Street South and Queen Street--from 4 lanes to 2, adding parking lanes on each side.

We understand that some members of the City Council believe that this stretch of road is dangerous and that one lane in each direction will reduce injuries and death.

We have lived in the Kirkendall South neighbourhood for over 40 years. Our children attended Earl Kitchener and Ryerson public schools.

Our family, continuously, has navigated this neighbourhood, in general, and the above section of Aberdeen Avenue specifically for these many years. There is no doubt that traffic volume has steadily increased in our area during this time. To address the safety issues that have accompanied this increase, the City of Hamilton has instituted several measures.

There are five traffic lights on that stretch of Aberdeen, approximately ten blocks.

Pedestrians should be able to cross, quite safely, if they take time and effort to do so. In addition, there are crossing guards at two of the lights to help the students of E.K. and Ryerson cross this street safely.

There are some calming humps and several stop signs strategically placed in the streets that feed off of Aberdeen, increasing the level of safety for the residents of our neighbourhood. More than enough has been done to keep the pedestrians in our area safe.

Aberdeen is an arterial road which provides a crucial link between Queen Street and Highway 403. The four lanes provide a safe and efficient way of moving traffic. To change the number of lanes from two to one will have the opposite effect in regards to pedestrian safety.

Firstly, narrowing the street to just one lane each way will, not only, cause traffic jams but will encourage drivers to increase their speeds in order to get through the five traffic lights in that stretch of road between Queen and Dundurn Streets.

This would increase the danger for pedestrians trying to cross at any of the lights. Also, with the accompanying traffic jams, some pedestrians, including children, might be tempted to cross between lights, between the idling cars.

Secondly, the increased volume will make some drivers take short-cuts through the accompanying residential streets while they try to find a quicker route to their destination. That could mean that they would drive more quickly and would not be as aware of their surroundings

including any people crossing to their parked cars or to children who may be playing/ going to schools in these areas.  
How many incomplete stops  
would occur at the stop signs, as well?

In conclusion, we believe that Aberdeen is a safe thoroughfare for pedestrians and drivers who follow the rules.  
Modifying the structure of the street will not provide a safer environment, rather negate many of the measures already  
in place.

Suzanne and Frank Kovacs

**Pilon, Janet**

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**Subject:** Narrowing of Aberdeen Ave. / Keep Aberdeen Moving

**From:** Emily Andrews

**Sent:** Saturday, August 22, 2020 6:08 PM

**To:** clerk@hamilton.ca

**Subject:** Narrowing of Aberdeen Ave. / Keep Aberdeen Moving

Hello,

My family resides on the west mountain in Hamilton and we are very concerned about the impact that narrowing Aberdeen between Dundurn and Queen Street will have on traffic flow. When congestion happens, and it will, the ripple effect extends up into the west mountain causing congestion over a wide area. The mountain accesses are very vulnerable to the congestion that can build up down below and this impedes our ability to get down the mountain. We are also concerned about emergency responders being caught in backed-up traffic.

An additional consequence is the air pollution that will impact the area due to idling cars caught in congestion. We recognize that Aberdeen is not the most pleasant street to walk along as a pedestrian due to the proximity of the sidewalk to the driving lanes, however, the functioning of the City in these other respects is more important. The traffic does not move very fast along Aberdeen and speed could be slightly reduced if necessary rather than narrowing it. We cannot have the City paralyzed due to a 'war on cars'. Economic livelihoods depend on residents' ability to get up and down the mountain accesses.

At the very least, I would ask that the City conduct a thorough impact study and trial period to assess the consequences of such a change.

Thank you for your consideration of my and many other residents' point of view.

Emily Andrews



**Pilon, Janet**

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**Subject:** Keep Aberdeen Moving

**From:** Casey Bruyn

**Sent:** Monday, August 24, 2020 10:25 AM

**To:** clerk@hamilton.ca

**Subject:** Keep Aberdeen Moving

I am opposed to the City of Hamilton's plan to reduce Aberdeen Avenue - between Dundurn Street South and Queen Street - from 4 lanes to 2 this fall, adding parking lanes on each side. This will cause traffic to divert using the side streets making for a dangerous situation for residents.

Thanks

Casey Bruyn

**Pilon, Janet**

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**Subject:** In support of proposed changes to Aberdeen Ave

**From:** Shane Lynn  
**Sent:** Monday, August 24, 2020 11:39 AM  
**To:** clerk@hamilton.ca  
**Cc:** Wilson, Maureen <Maureen.Wilson@hamilton.ca>  
**Subject:** In support of proposed changes to Aberdeen Ave

Dear Sir/Madam,

As a resident of Aberdeen Avenue between Dundurn and Locke streets, I am writing to convey my emphatic support for the proposed traffic-calming measures. The road in its present format is extremely dangerous for all users.

Cars routinely travel over 70 kph just inches from pedestrians on the sidewalk. The speed limit is rarely observed.

Neither I, nor my partner, would ever consider cycling on Aberdeen - despite being experienced commuters by bicycle. When driving, we find it very dangerous to turn into our driveway with cars barreling down the road behind us.

We could never safely allow our nieces & nephews, or any children of our own, to play in our front yard. The constant noise pollution of fast-moving traffic also spoils what is otherwise a pleasant and beautiful residential neighbourhood.

The proposed "diet" is a very simple and conservative measure. But both I and my partner - who is a transport researcher at McMaster University - believe it would be very effective. The volume of traffic on Aberdeen is never high. Two lanes could easily accommodate the flow. The problem is that the straight design with four largely empty lanes and minimal traffic lights or other calming measures encourages drivers (especially those just exiting the 403) to behave as though they are on the highway. In fact, they are on a residential street.

The complaints of the so-called "Keep Aberdeen Moving" group are evidently those of privileged residents of wealthy, quiet streets who resent the prospect of being inconvenienced when turning in and out of their enclaves. The concerns about "rat-running" ring especially hollow when you consider that the streets south of Aberdeen *do not lead anywhere* - unless commuters are in a hurry to get to an escarpment trail.

I earnestly hope the proposed changes to Aberdeen Ave go ahead as soon as possible. They will prove an immense benefit to the safety and quality of life in the Kirkendall neighbourhood with, I am certain, negligible impact on the flow of traffic.

Yours sincerely,

Shane Lynn.

**Pilon, Janet**

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**Subject:** Aberdeen Avenue

**From:** Andrew Wojtow

**Sent:** Monday, August 24, 2020 5:30 PM

**To:** clerk@hamilton.ca; Wilson, Maureen <Maureen.Wilson@hamilton.ca>

**Subject:** Aberdeen Avenue

Dear Ms. Wilson,

I received a flyer in the mail today, from a group called "Keep Aberdeen Moving", in opposition to the 2 way conversion of Aberdeen Ave. The misinformation in this flyer appears to be based solely on the opinion of a select few individuals who believe the traffic abatement measures will have a negative impact on our neighbourhood. I strongly disagree with this group's position and believe that the long overdue changes to make Aberdeen a safer street will have a positive and immediate impact on our community. I want to thank you for setting the record straight in your article from Aug 19th titled "Aberdeen Road Diet". I hope that the plan to revamp the street is still on track and welcome these changes to make Kirkendall safer for everyone.

Thank you for your continued commitment to making our neighbourhood an even better place to live.

Regards,

Andrew Wojtow

Aberdeen Ave Resident

**Pilon, Janet**

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**Subject:** Aberdeen Avenue Traffic Calming

**From:** michael.clase  
**Sent:** Monday, August 24, 2020 6:17 PM  
**To:** clerk@hamilton.ca  
**Cc:** Wilson, Maureen <Maureen.Wilson@hamilton.ca>  
**Subject:** Fwd: Aberdeen Avenue Traffic Calming

Maureen Wilson has suggested I forward this email to you so that my support for the current city plan to improve safety on Aberdeen Avenue is on record.

Yours sincerely,

Michael Clase

----- Original Message -----

**From:** "michael.clase"  
**To:** "jason.farr" <jason.farr@hamilton.ca>, "maureen.wilson" <maureen.wilson@hamilton.ca>  
**Date:** August 24, 2020 at 9:43 AM  
**Subject:** Aberdeen Avenue Traffic Calming

I recently received a flyer from the 'Keep Aberdeen Moving' campaign who are organizing a petition against the plans to calm traffic on Aberdeen Avenue.

In contrast to this group, I am writing to offer my support for the city plan to reduce the lanes of traffic on Aberdeen. I feel this will make Aberdeen Avenue safer and more pleasant for pedestrians and in time will reduce traffic as drivers find alternative routes to the 403 and elsewhere instead of using Aberdeen Avenue.

I am sending this to you both as the focus of the campaign seems to be in Ward 1 but I live just on the other side of Queen St in Ward 2.

Your sincerely,

Michael Clase

4.10 (am)

**Pilon, Janet**

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**Subject:** I, 100% support Aberdeen Ave Lane Reductions

**From:** Wendell MacDonald

**Sent:** Monday, August 24, 2020 6:57 PM

**To:** clerk@hamilton.ca

**Cc:** Lorraine MacDonald <loramac@gmail.com>

**Subject:** I, 100% support Aberdeen Ave Lane Reductions

As a resident of Aberdeen Ave, I am in full support of the proposed lane reduction from four to two lanes. This street is currently a dangerous speedway. My suggestion is to add bike lanes instead of parking on the south side, to connect Queen Street to Chedoke Avenue, similar to Cannon Street. This would be a wonderful enhancement to this growing family neighbourhood.

I strongly oppose the opposition of this change by Ward 1 Councillor Maureen Wilson and do not feel that it will increase traffic on neighbouring streets. Traffic will naturally follow the safest and quickest way to get to the 403 and that will be Queen St or Aberdeen Ave.

Wendell MacDonald

**Pilon, Janet**

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**Subject:** Keep Aberdeen Moving

From: Alana and Bruce  
Sent: Monday, August 24, 2020 8:43 PM  
To: clerk@hamilton.ca  
Cc: Wilson, Maureen <Maureen.Wilson@hamilton.ca>  
Subject: Keep Aberdeen Moving

As residences of the Kirkendall neighbourhood for over 30 years we wish to express our grave concerns regarding plans to reduce Aberdeen to one lane east and west to allow for additional parking. Please respond to following concerns we as residents and tax payers have.

- 1/ Has a study been completed to confirm the effectiveness of lane restrictions to one lane either way from Queen to Dundurn given there already exists 8 traffic lights between Queen St. and Longwood Road together with traffic calming speed zones in school zones and on residential streets?
- 2/ While traffic will be restricted to one lane either way Aberdeen will continue to be a major exit and entrance to the 403 for existing hospitals, schools, McMaster University, Columbia college, Mohawk College, McMaster Innovation Park in addition to the residence who live here. How will this help?
- 3/ New business development resulting from the planned expansion of the innovation park off Aberdeen Ave will create additional vehicular congestion as thousands more square feet of commercial capacity become available, all while traffic capacity shrinks. Has a study been completed to determine the impact of this thriving development?
- 4/ Routine garbage pick-up, snow removal and bus transportation will further frustrate the follow of traffic while cars idle waiting for various services to be executed. An accident, residential move, emergency event or routine traffic violation will only exacerbate the situation. What measures will be taken to keep traffic flowing while allowing for routine operations and unforeseen events?
- 5/ Back logged traffic will inevitably filter onto the side streets to skirt congestion thereby disrupting the quiet enjoyment Kirkendall residents and tax payers are entitled too. Has the city considered the impact on the side streets traffic congestion will create? Perhaps the city is under the misguided belief that motorists will patiently wait a few more traffic light cycles when an alternate back route is available and faster, something routinely done now during unforeseen traffic events.

We believe the city is pandering to special interest groups who would like to turn a viable commuter route into a quiet side street; something is unrealistic, dangerous and damaging to the environmental while idling cars generate more pollutants.

We thank you for reviewing our comments and look forward to your response.

Sincerely  
Alana and Bruce Dickenson

**Pilon, Janet**

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**Subject:** FW: Aberdeen Road Diet

**From:** Steve Johnson

**Sent:** Tuesday, August 25, 2020 2:24 PM

**To:** Wilson, Maureen <Maureen.Wilson@hamilton.ca>

**Cc:** clerk@hamilton.ca

**Subject:** Aberdeen Road Diet

Good afternoon Maureen,

I felt compelled to write an email, thanking you for leadership, concise responses and information, and balanced approach in addressing the ongoing safety issues on Aberdeen Avenue. I've lived and worked on and around Aberdeen for almost 25 years and in my estimation, the potential for dangerous accidents and speeding has steadily risen over the years.

I work as a Rehab Therapist and Service Coordinator in the field of Acquired Brain Injury rehabilitation. Several years ago, one of the residential rehab homes I worked at near Aberdeen, housed young persons with significant disabilities. Several of our young residents were involved in near misses while walking on Aberdeen and sadly one of the youngest residents was badly injured in a car accident (walking as a pedestrian) at Aberdeen and Spruceside.

I personally live on Aberdeen, have two young school-aged children and it's become common knowledge in our household that our children are not allowed to walk to and from school on Aberdeen due to the danger posed by speeding cars. The change in parking rules, allowing cars to park on Aberdeen between the hours of 4pm-6pm, has at least provided some type of safety buffer. I'm a 46 year old man and even I won't walk with our family dog on Aberdeen, as I've experienced several close calls with speeding cars, literally centimetres away from walking on the sidewalk by the Chedoke golf course area.

My neighbour, while parked on Aberdeen several weeks ago, had their car obliterated due to a young man, street racing, didn't notice the parked car until too late, and totalled both his and my neighbours parked car. I have been picking shattered glass and debris out of my front garden since.

Another terrifying encounter occurred while taking a short walk with my 9 year old daughter, to Big Bear convenience store several months ago. A man in a large pickup truck turning right onto Aberdeen ploughed into us as we walked across Linwood and Aberdeen. I ended up on the truck hood while my daughter ended up under his bumper, miraculously okay, missing his front tire by a hair.

I don't mean to go on and on. What I do wish to do is provide concrete examples and an illustration of how bad things have gotten on this residential street. I've lived in Hamilton my entire life and have seen similar Road Diets on Upper Paradise, Mohawk/Rousseau road and others. Each change has not resulted in increased congestion and angry drivers, instead has allowed for a safer, free flowing commuter design.

I can't thank you enough for the work you do for our community and particularly the attempts to make our local streets safer.

Kind regards,

Steve Johnson

**Pilon, Janet**

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**Subject:** Support for Traffic Calming Measures on Aberdeen Avenue

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**From:** Lea Ravensbergen-Hodgins  
**Sent:** Monday, September 7, 2020 7:57 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Wilson, Maureen  
**Subject:** Support for Traffic Calming Measures on Aberdeen Avenue

Dear sir/madam,

I live on Aberdeen Avenue between Dundurn and Locke and am writing to share my strong support for the forthcoming traffic calming measures on my street.

I am also an urban transportation researcher at McMaster University. As such, I was shocked when I recently received a dangerously misleading letter from the Keep Aberdeen Moving group. I would like to counter some of the points made in their letter here.

Firstly, their claim that traffic calming measures will put children and seniors at risk is not supported by research. It is simply not true. I have attached a peer-reviewed paper from a highly regarded journal to this email that demonstrates the contrary: traffic calming measures make streets safer for everyone. The paper in question reviews multiple studies examining the relationship between traffic calming and safety and the results are conclusive.

Secondly, the group shares concerns that these measures will result in rat-racing through quiet residential streets. Even if these measures did slow traffic, Aberdeen would still be the fastest, most efficient way for cars to travel through the neighbourhood. Secondly, Aberdeen is also a residential street! Though the group claim it is an "arterial road", the stretch of Aberdeen in question is all residential with the exception of a synagogue and two commercial units on the corner of Dundurn. Not only will these measures likely not affect traffic flow on other residential streets, they will also make this *residential* street safer.

Finally, the group notes that Aberdeen is designed for "a vehicle speed limit of 70kms per hour". This is the only point made in the letter that I agree with. Aberdeen is designed for speeds of 70km/hr. That's the problem. The speed limit is 50km/hr. No one travels at 50km/hr. Even I find it difficult to drive at or below the speed limit on Aberdeen because the two-lane design with low traffic flow encourages drivers to speed up. Given that a reduction of traffic speed from 70km/hr to 50 km/hr decreases the chance of someone being killed by a vehicle collision by approximately 40%, I strongly support traffic calming measures that might encourage cars to slow down to the current speed limit (see: [https://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/world\\_report/speed\\_en.pdf?ua=1](https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf?ua=1), and: [https://nacto.org/docs/usdg/relationship\\_between\\_speed\\_risk\\_fatal\\_injury\\_pedestrians\\_and\\_car\\_occupants\\_richards.pdf](https://nacto.org/docs/usdg/relationship_between_speed_risk_fatal_injury_pedestrians_and_car_occupants_richards.pdf))

In its current state Aberdeen is a dangerous street. Very few cars drive the speed limit, walking to nearby shops is unpleasant due to the traffic's speed and proximity to the sidewalk, and I don't feel safe riding my bicycle on this street (even though I've been a confident city cyclist for 10 years).



Thank you for allowing me to share my concerns with the Keep Aberdeen Moving group and the misinformation they are spreading.

I look forward to living on a safer, more liveable street.

Regards,  
Léa Ravensbergen

## SYSTEMATIC REVIEW

# Traffic calming for the prevention of road traffic injuries: systematic review and meta-analysis

F Bunn, T Collier, C Frost, K Ker, I Roberts, R Wentz

*Injury Prevention* 2003;9:200–204

**Objective:** To assess whether area-wide traffic calming schemes can reduce road crash related deaths and injuries.

**Design:** Systematic review and meta-analysis.

**Data sources:** Cochrane Injuries Group Specialised Register, Cochrane Central Register of Controlled Trials, Medline, EMBASE, Sociological Abstracts Science (and social science) citation index, National Technical Information service, Psychlit, Transport Research Information Service, International Road Research Documentation, and Transdoc, and web sites of road safety organisation were searched; experts were contacted, conference proceedings were handsearched, and relevant reference lists were checked.

**Inclusion criteria:** Randomised controlled trials, and controlled before/after studies of area-wide traffic calming schemes designed to discourage and slow down through traffic on residential roads.

**Methods:** Data were collected on road user deaths, injuries, and traffic crashes. For each study rate ratios were calculated, the ratio of event rates before and after intervention in the traffic calmed area divided by the corresponding ratio of event rates in the control area, which were pooled to give an overall estimate using a random effects model.

**Findings:** Sixteen controlled before/after studies met our inclusion criteria. Eight studies reported the number of road user deaths: pooled rate ratio 0.63 (95% confidence interval (CI) 0.14 to 2.59). Sixteen studies reported the number of injuries (fatal and non-fatal): pooled rate ratio 0.89 (95% CI 0.80 to 1.00). All studies were in high income countries.

**Conclusion:** Area-wide traffic calming in towns and cities has the potential to reduce road traffic injuries. However, further rigorous evaluations of this intervention are needed, especially in low and middle income countries.

See end of article for authors' affiliations

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The worldwide epidemic of road traffic injuries is only just beginning. At present, over a million people die each year and some 10 million people sustain permanent disabilities in road traffic crashes. For people under 44 years, road traffic crashes are a leading cause of death and disablement, second only to HIV and AIDS.<sup>1</sup> Many developing countries are still at comparatively low levels of motorisation and the incidence of road traffic injuries in these countries is likely to increase. It is estimated that by 2020 road traffic crashes will have moved from ninth to third in the world disease burden ranking, as measured in disability adjusted life years.<sup>2</sup>

Most of the road deaths in developing countries involve vulnerable road users such as pedestrians and cyclists. In Ethiopia, pedestrian injuries account for 84% of all road traffic fatalities compared with 32% in Britain and 15% in the USA.<sup>3</sup> In the heavily motorised countries drivers and passengers account for the majority of road deaths but pedestrians account for a large proportion of road deaths involving children. The identification of effective strategies for the prevention of road traffic injuries is of global health importance.

In urban areas, road traffic crashes are scattered widely, and in such situations localised interventions for high risk sites are not appropriate. In high income countries area-wide traffic calming schemes, including the treatment of both main roads and residential roads, have been proposed as a strategy for reducing such scattered crashes. Traffic calming has been defined as the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour, and improve conditions for non-motorised street users.<sup>4</sup> It has been estimated that area-wide traffic calming schemes can reduce the number of road traffic injuries by

about 15%.<sup>5</sup> However, this estimate was based on a review that included uncontrolled before/after studies in which the effect of traffic calming could be confounded by other factors that influence road traffic injury rates. In particular, in high income countries there is evidence that pedestrian injury rates have fallen because of a reduction in walking.<sup>6</sup> In this case, the inclusion of uncontrolled studies could exaggerate the apparent effect of traffic calming. We conducted a systematic review of controlled studies to assess the effect of area-wide traffic calming on road user deaths, injuries (fatal and non-fatal), and numbers of road traffic crashes.

## METHODS

### Inclusion criteria

We included randomised controlled trials and controlled before/after studies of area-wide traffic calming schemes. Eligible schemes included those that involved a number of specific changes to the road layout, road hierarchy or road environment, for example road narrowing, road closures, creation of one way streets, changes at junctions, mini-roundabouts, road surface treatment, or speed humps. We excluded studies describing the enforcement of legal interventions, financial incentives or disincentives, and interventions investigating alteration to road signage or traffic lights alone, or studies solely describing interventions to separate different road users (cycle lanes, bus lanes, pedestrian walkways). The outcomes of interest were all road user deaths, all road user injuries (fatal and non-fatal), and the number of traffic crashes.

**Box 1: Strategy for identification of studies****Search strategy for electronic databases; searches run in 2000**

- Terms describing the intervention, outcomes, and study methodology were combined.
- A: the intervention—area traffic control\* or TRAFFIC RESTRAINT\* or traffic calming or traffic engineering or road design or road layout or roundabout\* or humps or bumps or traffic distribution or traffic redistribution or traffic flow or crosswalk\* or speed cushion\* or chicane\* or road narrowing or refuges or road hierarchy or traffic hierarchy or four way\* stop\* or access only or sheltered parking or left turn lane\* or wooner\* or junction layout or road layout or lateral clearance.
- B: the outcome—accident\* or injur\* or fatalit\* or death or safety.
- C: the study methodology—evaluation or assess\* or stud\* or evaluation or assess\* or (controlled near2 stud\*) or comparison or comparative or intervention near2 stud\* or controls.

**Web sites searched; searches conducted in 2001**

- AAA Foundation for Traffic Safety (USA): [www.aaafoundation.org](http://www.aaafoundation.org)
- ARRB, Australian Road Research Board: [www.arrb.org.au](http://www.arrb.org.au)
- Australian Transport Safety Bureau: [www.atsb.gov.au](http://www.atsb.gov.au)
- CROW, Information and Technology Centres for Transport and Infrastructure (Netherlands): [www.crow.nl](http://www.crow.nl)
- Danish Council for Road Safety Research: [www.trm.dk/eng/veje/rft](http://www.trm.dk/eng/veje/rft)
- Danish Transport Research Institute: [www.dtf.dk](http://www.dtf.dk)
- DVR, Deutscher Verkehrssicherheitsrat Road Safety Institute (Germany): [www.dvr.de/](http://www.dvr.de/)
- FINNRA, Finnish National Road administration: [www.tieh.fi](http://www.tieh.fi)
- INRETS, Institut National de Recherche sur les Transports et leur Sécurité (France): [www.inrets.fr](http://www.inrets.fr)
- ITE, Institute of Transportation Engineers (USA): [www.ite.org](http://www.ite.org)
- LET, Laboratoire d'économie des transports (France): [www.lsh-lyon.cnrs.fr](http://www.lsh-lyon.cnrs.fr)
- NHTSA, National Highway Traffic Safety Administration (USA): [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)
- Swedish National Roads Administration: [www.vv.se/for\\_lang/english/](http://www.vv.se/for_lang/english/)
- SWOV, Institute for Road Safety Research (Netherlands): [www.swov.nl](http://www.swov.nl)
- TOI, Institute of Transport Economics (Norway): [www.toi.no](http://www.toi.no)
- TC, Transport Canada: [www.tc.gov](http://www.tc.gov)
- TRB, Transportation Research Board: [www.nas.edu/trb/](http://www.nas.edu/trb/)
- TRL, Transport Research Laboratory (UK): [www.trl.co.uk](http://www.trl.co.uk)
- US Department of Transport, Federal Highway Administration (USA): [www.fhwa.dot.gov](http://www.fhwa.dot.gov)
- VTI, Swedish National Road and Transport Research Institute: [www.vti.se](http://www.vti.se)
- VTT, Finland [www.vtt.fi/indexe.htm](http://www.vtt.fi/indexe.htm)

**Conference proceedings handsearched**

- Australian Road Research Board (ARRB). Proceedings of the 12th ARRB conference; Hobart, Tasmania 27–31 August 1984.
- Australian Road Research Board (ARRB). Proceedings of the 15th ARRB conference; Darwin 26–31 August 1990.
- Institution of Professional Engineers New Zealand (IPENZ). Annual conference, Christchurch February 1992 volumes 1 and 2.
- Institution of Professional Engineers New Zealand (IPENZ). Proceedings of the technical session of the group at the annual conference of IPENZ; Auckland 8–12 February 1982.
- Institute of Transportation Engineers (ITE). Proceedings of the 45th to 71st ITE annual meeting, 1975–2001.
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- Swedish Road and Traffic Research Institute. Proceedings of the conference on strategic highway research program and traffic safety on two continents; Gothenburg, Sweden 18–20 September 1991.
- Swedish Road and Traffic Research Institute. Proceedings of the conference on strategic highway research program and traffic safety on two continents; Gothenburg, Sweden 27–29 September 1989.
- Swedish Road and Traffic Research Institute. Proceedings of the conference on road safety and traffic environment in Europe; Gothenburg, Sweden 26–28 September 1990.
- The Technion Israel Institute of Technology. The second international conference on new ways for improved road safety and quality of life; Tel-Aviv Hilton Hotel, Israel 7–10 October 1991.
- Transportation Research Institute. International conference on new ways and means for improved safety; Tel Aviv, Israel 20–23 February 1989.
- Transport Research Laboratory. Safety 91 Papers on vehicle safety, traffic safety and road user safety research; TRL Laboratory, Berks 1–2 May 1991.

**Identification of studies**

We searched the following electronic databases; Cochrane Injuries Group Specialized Register, Cochrane Central Register of Controlled Trials, Medline, EMBASE, Sociological Abstracts Science (and Social Science) Citation Index, National Technical Information Service, Psychlit, Transport Research Information Service, International Road Research Documentation, and TRANSDOC (the last three combined in the TRANSPORT database). One reviewer examined titles, abstracts, and keywords of citations, as given on electronic databases, for eligibility. Where possible the full text of all of potentially relevant citations was obtained. We also searched the web sites of road safety organisations, contacted experts, hand searched

conference proceedings, and checked reference lists of relevant papers. There were no language restrictions. Further details of the search strategy can be seen in box 1.

**Data extraction and analysis**

One reviewer decided whether studies met the inclusion criteria, and this was checked by a second reviewer. Using a data collection form two reviewers independently extracted data on road user deaths, injuries (fatal and non-fatal), traffic crashes, characteristics of the intervention and control area, and types of measures implemented. To assess study quality we collected information on how the intervention and control areas were matched, duration of the before and after periods,

**Table 1** Table of included studies

Study ID	Methods	Participating areas	Interventions
Charlottenburg <sup>16</sup> (Germany 1977–84)	CBA 2 years before data 2 years after data	(I) Residential area with small businesses. Area of about 60 hectares with 15000 inhabitants (C) Similar area in the same city	Different levels of road surface, road narrowing, chicanes, staggered lanes, speed restrictions
GST Borgentreich <sup>10-12</sup> (Germany 1983–90)	CBA 3 years before data 3 years after data	(I) Whole town centre: mixture of residential, commercial, and farm properties (C) Similar area in different town	Road narrowing, redesigning major roads, traffic free zones, speed restrictions
GST Buxtehude <sup>10-12</sup> (Germany 1981–87)	CBA 2 years before data 2 years after data	(I) Mixture of shopping and residential areas. Area of about 268 hectares population of about 11000 (C) Similar area in the same city	Road narrowing, speed restrictions, and a wide range of traffic restraint measures
GST Esslingen <sup>10-12</sup> (Germany 1983–90)	CBA 2 years before data 2 years after data	(I) Mixture of residential, industrial, and commercial properties (C) Similar area in another town	Reconstruction of major roads, speed restrictions, and renewal of residential roads
GST Ingolstadt <sup>10-12</sup> (Germany 1982–90)	CBA 2 years before data 2 years after data	(I) Most of the old part of the town, 5500 inhabitants (C) Similar area in another town	A wide range of traffic restraint measures
GST Mainz <sup>10-12</sup> (Germany 1983–90)	CBA 2 years before data 2 years after data	(I) Rural suburb of 200 hectares with 11000 inhabitants (C) Similar area in the same city	Reconstruction of public spaces including road narrowing and narrowing of road entrances
GST Moabit <sup>10-12</sup> (Germany 1982–88)	CBA 2 years before data 2 years after data	(I) Residential area of about 120 hectares near the city centre (C) Similar area in the same city	Rebuilding of major traffic roads, increasing level of vegetation in streets
Rijswijk/Eindhoven <sup>15</sup> (Netherlands 1972–86)	CBA 6 years before data 5 years after data	(I) Road districts in Rijswijk and Eindhoven (C) Residential zones bordering on main traffic arteries within the boundaries of Rijswijk and Eindhoven	Road humps, road closures and narrowing, raised cross roads. Public spaces reclassified
Swindon <sup>13</sup> (UK 1975–81)	CBA 2 years before data 3 years after data	(I) 2.8 km section of an all purpose road in Swindon (C) 3 routes of similar layout and function	Roundabouts, pedestrian crossings, changes to intersections
Sydney-Canterbury <sup>14</sup> (Australia 1981–87)	CBA 3 years before data 2.5 years after data	(I) Predominantly residential area in city (C) Similar area in the same city	Speed humps, roundabouts, slow points, speed limits
Sydney-Willoughby <sup>14</sup> (Australia 1980–87)	CBA 2 years after data 2 years before data	(I) Predominantly residential area in city (C) Similar area in the same city	Entry thresholds, slow points, speed humps, T-intersection treatments, roundabouts, and road closures
USP Bradford <sup>17</sup> (UK 1981–88)	CBA 5 years before data 2 years after data	(I) Mainly residential area, population approximately 33000 (C) Similar area in same city	Junction redesign, closure of through roads, and installation of central refuges
USP Bristol <sup>18</sup> (UK 1981–88)	CBA 5 years before data 2 years after data	(I) Mainly residential area of approximately 10 square km, population was approximately 32000 in about 12000 households (C) Similar area in same city	Junction redesign, mini-roundabouts, right turn bans, improvement of pedestrian crossings, improved road signs and markings, road closures
USP Nelson <sup>19</sup> (UK 1980–87)	CBA 5 years before data 2 years after	(I) An area of 7 square km, population of approximately 30000 people (C) Similar area in same city	Junction redesign, road closures, and mini-roundabouts
USP Reading <sup>20</sup> (UK 1979–86)	CBA 5 years before data 2 years after data	(I) Approximately 8 square km, with a population of about 36000 people (C) Similar area in same city	Road closures, right turn bans, mini-roundabouts
USP Sheffield <sup>21</sup> (UK 1979–87)	CBA 5 years before data 5 years after data	(I) Mostly residential area covering approximately 9 square km, population approximately 50000 (C) Similar area in same city	Road closures, traffic islands, central refuges, turning restrictions

CBA, controlled before after study; I, intervention area; C, control area; GST, German six towns project; USP, UK Urban Safety Project.

and, because of the potential for contamination, we also noted the proximity of the intervention and control areas.

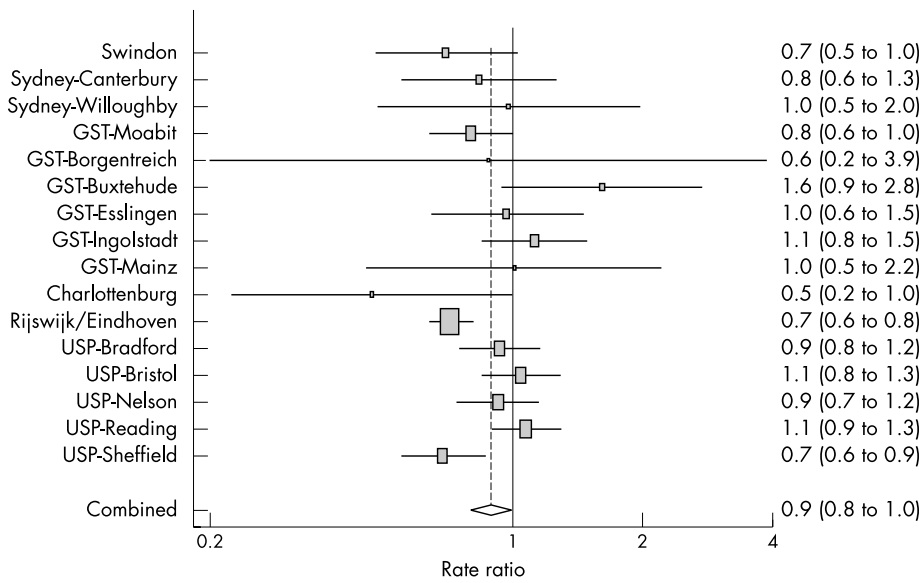
For each study we calculated a rate ratio: the ratio of event rates before and after intervention in the traffic calmed area divided by the corresponding ratio of event rates in the control area. This gives the reduction in the incident rate in the intervention area compared to that in the control area. For example, a rate ratio of 0.8 corresponds to a 20% reduction in events compared with that predicted from the rates in the control area. For the calculation of 95% confidence intervals, standard errors of the logarithms of the rate ratios were constructed assuming that the number of events in each area in each period followed a Poisson distribution,<sup>7</sup> provided there was at least one event in each period. For studies with no events in one or more periods exact confidence intervals were calculated where the rate ratio was defined. Rate ratios were combined on a logarithmic scale using a random effects meta-analysis model. The assumption of random effects means that the effect estimates and confidence intervals allow for variation in study specific rate ratios over and above that due to variability within studies.<sup>8</sup> In this meta-analysis such additional variability reflects both underlying heterogeneity in rate

ratios across studies and any variability arising through overdispersion<sup>9</sup> if the assumption that events follow Poisson distributions is violated.

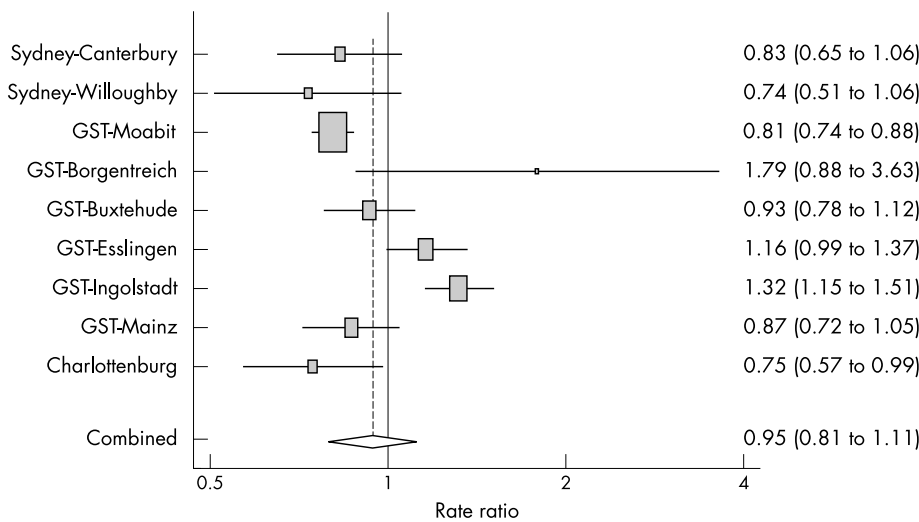
For studies with no events in one or more periods 1/2 was added to all counts in the pooled analysis. In the analysis of road user deaths, where the majority of studies had no events in at least one period, no test of heterogeneity was carried out, and a pooled estimate of the rate ratio was obtained from the column totals. Analyses were carried out in Stata version 7.0 (Stata corporation, College Station, Texas 77845, USA).

## RESULTS

The searches identified 12 986 published and unpublished reports which were screened for eligibility. We obtained the full text of 586 reports and of these 12 reports, describing 16 controlled before/after studies, met our inclusion criteria (see table 1).<sup>10-21</sup> We found no randomised controlled trials. Seven studies were done in Germany,<sup>10-12</sup> six in the UK,<sup>13</sup> two in Australia,<sup>14</sup> and one in the Netherlands<sup>15</sup>; all were done in the 1970s and 1980s. In most studies attempts had been made to match the intervention and control sites. However, in three



**Figure 1** Number of road traffic injuries (fatal and non-fatal).



**Figure 2** Number of road traffic crashes.

differences in the land use characteristics or type of district are reported,<sup>14 15</sup> and in one the control area was much larger than the intervention area.<sup>15</sup> Outcome data was collected from police or local authority records in all studies.

Eight studies reported the number of road user deaths.<sup>10 14</sup> The pooled rate ratio was 0.63 (95% confidence interval (CI) 0.14 to 2.59). This result should be interpreted with caution since many of the studies include at least one period in which no road user deaths were observed. Sixteen studies reported the number of road traffic injuries (fatal and non-fatal).<sup>10-21</sup> The pooled rate ratio was 0.89 (95% CI 0.80 to 1.00) (fig 1), with statistically significant heterogeneity between the studies ( $p = 0.05$ ). Nine studies reported the total number of road traffic crashes.<sup>10 19 20</sup> The pooled rate ratio was 0.95 (95% CI 0.81 to 1.11) (fig 2), again with statistically significant heterogeneity between the studies ( $p = 0.001$ ). Thirteen trials reported the number of pedestrian crashes.<sup>10 14 17-21</sup> The pooled rate ratio was 1.00 (95% CI 0.84 to 1.18). There was no significant heterogeneity ( $p = 0.21$ ).

**DISCUSSION**

This systematic review of controlled before/after studies shows that area-wide traffic calming has the potential to prevent road traffic injuries. Although the effect of traffic calming on road user deaths is in the same direction as for injuries (fatal and non-fatal), because the number of road user deaths in the

included studies is low the estimated rate ratio is imprecise. Indeed, the imprecision in the rate ratio may be understated by the confidence interval because the way that the confidence interval was calculated ignores the likely heterogeneity between studies. Although we found no reliable evidence that traffic calming reduces the number of road traffic crashes, because traffic calming may reduce vehicle speeds,<sup>22</sup> this is not inconsistent with a reduction in the occurrence of injury. Our estimates of the effectiveness of traffic calming provide a basis for future cost effectiveness analyses that would be important in informing decisions about resource allocation.

Several methodological issues may have a bearing on the validity of these results. Publication and other selection biases are a potential threat to validity in all systematic reviews, but this is a particular problem in road safety where a large proportion of the available research is published in the grey literature. In this review only two of the included studies were published in journals. There are also problems identifying published controlled studies in the road safety databases.<sup>23</sup> Search strategies for identifying controlled studies in medical databases can achieve high sensitivity because terms describing the study methodology are included among the indexing (descriptor) terms. Road safety databases, however, have a very limited range of indexing terms describing the study methodology. Despite our considerable efforts to identify all eligible studies, published and unpublished, irrespective of



### Key points

- Injuries as a result of road traffic crashes are a global problem and are likely to increase.
- A previous meta-analysis, including uncontrolled before after studies, found area-wide traffic calming can reduce road traffic injuries by about 15%.
- This systematic review, of 16 controlled before after studies, found an 11% reduction in road traffic injuries (fatal and non-fatal).
- Traffic calming has the potential to prevent road traffic injuries but further rigorous evaluations, particularly in low and middle income countries, is required.

language of publication, we cannot exclude the possibility that some studies were missed resulting in reduced precision and the potential for bias.

Although we found no randomised controlled trials of traffic calming schemes, the inclusion of studies with well matched intervention and control areas, with adequate before and after periods, may avoid the problem of confounding by changes in the background rate of injury. All but one<sup>15</sup> of the included studies had attempted to match the intervention and control areas and all had collected at least two years before and two years after data, with a number collecting up to five years before or after data.

Because there was significant heterogeneity between the studies reporting the number of road traffic injuries and crashes, these results should be interpreted with caution. The observed heterogeneity may be due to differences in study design, in the types of traffic calming schemes involved, or in the way outcomes were defined and data collected.

The included studies were all conducted in the 1970s and 1980s, and, apart from two Australian studies, were all done in Europe. As a result it may make it more difficult to generalise from this systematic review and make inferences about the effectiveness of present day area-wide traffic calming schemes. In addition road traffic crashes are a major cause of death and injury in low and middle income countries where most of the casualties are pedestrians, cyclists, and riders of motorised two wheelers. Although traffic calming appears to be a promising intervention for preventing road traffic injuries because none of the included studies were conducted in low and middle income countries further rigorous evaluation is required in these settings.

### ACKNOWLEDGEMENTS

We thank the Medical Research Council for funding to undertake this review.

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**R Wentz**, Imperial College Library and Information Service, Chelsea and Westminster Campus

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**Pilon, Janet**

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**Subject:** Aberdeen Pilot Project

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From: Dan Panagakos  
Sent: Monday, September 7, 2020 4:46 PM  
To: clerk@hamilton.ca  
Subject: Aberdeen Pilot Project

I am submitting this letter to the Council and the Mayor to be read and to be included as part of the official record and discussion on the Aberdeen Pilot project at the Council Meeting on Friday Sept 11, 2020. Thank You.

## 4.10 (ar)

**Pilon, Janet**

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**Subject:** Opposition to the reduction in traffic lanes along Aberdeen Avenue

**From:** Emily Ching

**Sent:** September 3, 2020 11:25 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Opposition to the reduction in traffic lanes along Aberdeen Avenue

Dear May and Members of City Council,

I am writing to oppose the proposed plan to reduce Aberdeen avenue traffic lanes for the following reasons:

1. This stretch of road is not especially dangerous. In fact, the city's 2018 statistics put Aberdeen as the 559th most dangerous road for collisions/accidents.
2. Aberdeen is an arterial road - a major link between Queen Street and Highway 403. Reducing lanes will back up traffic significantly.
3. The city of Hamilton has not conducted a study to determine the effects of the 4 to 2-lane change.
4. Clogged traffic will result in drivers cutting through our quiet neighbourhood streets to find a quicker way to their destinations.
5. Additional vehicle traffic will greatly increase the likelihood of serious accidents on our neighbourhood streets.
6. Children and vulnerable citizens should not be put at risk by this increased traffic.
7. Homeowners who live south of Aberdeen will also need to make more vehicular trips through our local neighbourhood, since it will be extremely difficult to make turns to and from Aberdeen because of clogged traffic and parked cars obstructing the view.
8. More vehicles idling will cause an increase in greenhouse gases. Among the aims of the city's Vision Zero program is "reducing contributions to climate change".
9. Pedestrians can safely cross Aberdeen at 5 locations within 10 blocks - at traffic lights on the corners of Dundurn, Cottage, Locke, Kent and Queen Streets.
10. Traffic backups on Aberdeen Avenue will impede emergency responders.

Thank you for your consideration.

Emily Ching, resident in downtown Hamilton.



**Pilon, Janet**

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**Subject:** Support for Aberdeen lane reduction

**From:** Marshneill Abraham

**Sent:** September 9, 2020 9:12 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Support for Aberdeen lane reduction

To: City of Hamilton Clerk

I hope this email finds you well. I'm emailing you to share support for reducing lanes on Aberdeen Avenue between Dundurn and Queen and am hoping you can submit this to the public record.

My husband and I live on Aberdeen, and have noticed it's become very unsafe for pedestrians. We see extremely high speeds and dangerous driving, and I've seen cars practically graze young children walking the sidewalks. I walk around the neighbourhood often, and am shocked at the number of cars trying to beat the red light without even noticing that someone is crossing or about to cross.

We truly believe reduced lanes on Aberdeen will help make our streets safer. We wanted to express our support for your work on this initiative and support for keeping the Kirkendall neighbourhood safer.

Thank you,  
Josh and Marsh Melfi  
Hamilton

## 4.10 (at)

Mayor and Members of Council:

Last winter, my family witnessed the near-death of a child on Aberdeen Avenue.

A mother with young children had just moved in a few doors down from us on Aberdeen, between Queen and Kent. One afternoon, just before the start of rush hour, one of her children unlatched the backyard gate and walked toward the street. The child, who looked to be about three years old, ended up walking directly onto Aberdeen, right into traffic.

We didn't realize that a child's life was in danger until we saw a car travelling eastbound suddenly pull across the westbound lanes of traffic. A quick-thinking motorist saw the child and used his own car to block traffic, preventing the child from getting hit until his mother ran out of her backyard to find him. This whole episode took place within the span of roughly two minutes. If that motorist hadn't intervened, the result would have been catastrophic.

When we purchased our home on Aberdeen three years ago, we were prepared for the volume of traffic we would encounter on the street – but what we weren't prepared for was the speed.

Our stretch of Aberdeen sees speeders every day. It's not uncommon for motorists to rev their engines as they begin their trip westward from Queen onto Aberdeen. The experience for pedestrians, cyclists, and even other drivers can only be described as harrowing. The plan council has approved for Aberdeen will help prevent the sort of dangerous and destructive driving we see daily.

The incident I described above was the most frightening near-accident we have witnessed on Aberdeen, though it's far from the only one. We have witnessed dozens of accidents and near-accidents on our three years on this street. I watch kids walking to and from school, joking and laughing of the sidewalk, and know that it would only take one wrong step to end in tragedy. I see parents pushing strollers literal inches away from speeding cars (in fact, I do this myself). I truly feel that if the status quo is maintained on Aberdeen, it's a matter of if – not when – someone will get hurt.

In 2017, when a 10-year-old child died on Evans Road in Waterdown after being struck by a speeding car, council voted to install traffic-calming measures on that road. On Aberdeen, council has the opportunity to instill those measures before such a tragedy occurs.

I understand that some residents and councillors have concerns about traffic movement in the neighbourhood. However, I do not feel that the quest to keep traffic moving on Aberdeen should come at all costs – especially when the cost could be someone's life.

Thank you for your time and consideration on this important issue.

Emma Reilly McKay



4.10 (au)

City Hall  
71 Main St. W., 1st Floor  
Hamilton, Ontario, Canada L8P 4Y5

September 9, 2020

Email: [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

Re: Aberdeen Road "Diet" program

Dear Mr. Mayor and Members of Council,

The Kirkendall Neighbourhood Association (KNA), supports the addition of parking on both sides of Aberdeen Ave. and other works contemplated in Public Works Committee document PW17021a, as a Pilot to measure their effect towards a safer, more inclusive Aberdeen Ave.

The issues on Aberdeen Ave. have been well documented; ongoing speeding, an inability to cycle safely, and numerous accidents both with and without bodily injury to pedestrians, have been occurring for years. It is imperative that Aberdeen become a safe and inclusive road for all modes of transit to meet "Vision Zero". To that end, the KNA hopes that this Pilot leads to a fully re-envisioned Aberdeen Ave. that includes appropriate bike lanes, a middle left turn lane, as well as the other changes envisioned in this Pilot.

When discussing our concerns (regarding the timing of this study due to an incomplete Queen St. two-way conversion and an increase in cut throughs in the neighbourhood) with our Councillor and City staff, we learned that the Pilot develops a significant amount of data that includes traffic pattern data measuring increased cut throughs, and vehicle usage along Queen St. to King St. We remain concerned about these issues and we encourage increased enforcement against drivers cutting through however, we understand that this data may be used to prove the effectiveness of the changes to Aberdeen Ave. and to predict what will occur when the vehicles are able to turn left from Queen St. to King St. (providing easy access to the 403 for our neighbours on the mountain who access the City and the 403 via Beckett Dr.).

We look forward to the results of the study and assisting City staff and Council towards a safe and inclusive Aberdeen and Kirkendall for all.

With Respect.

Mark Stewart  
Chair, Kirkendall Neighbourhood Association

cc.

[ward1@hamilton.ca](mailto:ward1@hamilton.ca)  
[maureen.wilson@hamilton.ca](mailto:maureen.wilson@hamilton.ca)

**Pilon, Janet**

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**Subject:** Support for Aberdeen traffic calming/changes

**From:** Verhovsek, Madeleine

**Sent:** Monday, August 24, 2020 10:35 PM

**To:** [fred.eisenberger@hamilton.ca](mailto:fred.eisenberger@hamilton.ca) <fred.eisenberger@hamilton.ca>; [mayor@hamilton.ca](mailto:mayor@hamilton.ca) <mayor@hamilton.ca>; [maureen.wilson@hamilton.ca](mailto:maureen.wilson@hamilton.ca) <maureen.wilson@hamilton.ca>; [jason.farr@hamilton.ca](mailto:jason.farr@hamilton.ca) <jason.farr@hamilton.ca>; [nrinder.nann@hamilton.ca](mailto:nrinder.nann@hamilton.ca) <nrinder.nann@hamilton.ca>; [sam.merulla@hamilton.ca](mailto:sam.merulla@hamilton.ca) <sam.merulla@hamilton.ca>; [chad.collins@hamilton.ca](mailto:chad.collins@hamilton.ca) <chad.collins@hamilton.ca>; [tom.jackson@hamilton.ca](mailto:tom.jackson@hamilton.ca) <tom.jackson@hamilton.ca>; [esther.pauls@hamilton.ca](mailto:esther.pauls@hamilton.ca) <esther.pauls@hamilton.ca>; [john-paul.danko@hamilton.ca](mailto:john-paul.danko@hamilton.ca) <john-paul.danko@hamilton.ca>; [brad.clark@hamilton.ca](mailto:brad.clark@hamilton.ca) <brad.clark@hamilton.ca>; [maria.pearson@hamilton.ca](mailto:maria.pearson@hamilton.ca) <maria.pearson@hamilton.ca>; [brenda.johnson@hamilton.ca](mailto:brenda.johnson@hamilton.ca) <brenda.johnson@hamilton.ca>; [lloyd.ferguson@hamilton.ca](mailto:lloyd.ferguson@hamilton.ca) <lloyd.ferguson@hamilton.ca>; [arlene.vanderbeek@hamilton.ca](mailto:arlene.vanderbeek@hamilton.ca) <arlene.vanderbeek@hamilton.ca>; [terry.whitehead@hamilton.ca](mailto:terry.whitehead@hamilton.ca) <terry.whitehead@hamilton.ca>; [judi.partridge@hamilton.ca](mailto:judi.partridge@hamilton.ca) <judi.partridge@hamilton.ca>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca) <clerk@hamilton.ca>

**Subject:** [Support for Aberdeen traffic calming/changes](#)

Dear Mayor and City Councillors;

As a parent, cyclist, pedestrian, and car driver in Kirkendall, I can say with certainty that Aberdeen - from Queen St to Longwood Ave - is a frightening stretch of road. The street design encourages drivers to go fast; even while speed limit signs kindly request that they go no faster than 50km/hour (or 40km/hour during designated school times), speeds 70km/hour and higher are common.

Along its length, Aberdeen is lined with residential dwellings. Aberdeen bisects the neighbourhood of Kirkendall which is full of young families and residents of all ages and abilities seeking to safely access schools, places of worship, parks and businesses on the north and south sides. However, all too often the street design - narrow sidewalks that abut 4 lanes of fast-moving traffic - makes a journey as pedestrian or cyclist a harrowing and dangerous experience. Personally, I have attended to an elderly neighbour after she sustained serious injuries when hit by a car at Locke and Aberdeen. Additionally, I have seen numerous collisions and innumerable near misses. Last year while walking my young children to school, I witnessed the crossing guard narrowly miss being run down by a vehicle racing through a red light.

As a community, we have been asking for the design of Aberdeen to be reconsidered; to take into account the diverse needs of all users of this road. In 2015, a group of local residents, fully supported by the Kirkendall Neighbourhood Association, delegated to City Council, requesting traffic calming measures along this stretch of Aberdeen. Our community welcomes the approved pilot introduction of curb-lane parking, which will provide a buffer for pedestrians and will reduce opportunities for dangerous vehicle speeds. It is my understanding that this plan has been studied and vetted by city staff, and that its impacts will be carefully reviewed after implementation, including impacts on congestion and traffic on side streets. As a resident and homeowner on Undermount Avenue, I look forward to seeing these modest changes implemented as soon as possible.

Thank you for your time and consideration.

Sincerely,  
Madeleine Verhovsek

September 8, 2020

Mayor and Members of Hamilton City Council  
Sent via email to Clerks office

**Re: Support for Calming Aberdeen**

Dear Councillor Wilson, Honourable Mayor and Members of Council:

As a 38 year resident of both the Kirkendall neighbourhood, as well as the City of Hamilton, I am writing to express my support for the "Calming Aberdeen" project.

Ask any child in Kirkendall (including my eleven year old daughter) and they will tell you Aberdeen is a dangerous, scary road. Notwithstanding the concerns expressed by those who would like to "keep Aberdeen moving", those of us who have lived in the neighbourhood for decades have seen families destroyed by the carnage on this road.

Over my nearly four decades in the neighbourhood, I have personally known two children who have been run down at Aberdeen and Dundurn, two teenagers who have been run down at Aberdeen and Kent and two adults who have been down at Aberdeen and Queen and Aberdeen and Dundurn. In the case of the adult at Aberdeen and Dundurn, the person was left with permanent brain damage. In every case, the accidents were due to vehicles driving too fast and recklessly through the neighbourhood.

There was also the incident involving a fellow Westdale Secondary School student twenty years ago; this classmate was involved in a horrendous accident at the Aberdeen railway bridge that took his life. The accident was due to his high speed; however, had the geometry of Aberdeen been different, it would have been geometrically impossible for him to have been going as fast as he was.

The proposed interim calming measures are modest in their approach and I believe are an appropriate first step. I also strongly support City staff monitoring the effects of the calming measures to take an evidence-based approach to any long-term adjustments.

Thanking you in advance for your consideration of the above,

Hamish Campbell

**Pilon, Janet**

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**Subject:** Support for Reducing Lanes on Aberdeen

From: **Graeme & Kara Langdon**

Date: Sun, Sep 6, 2020 at 1:32 PM

Subject: Support for Reducing Lanes on Aberdeen

To: <[maureen.wilson@hamilton.ca](mailto:maureen.wilson@hamilton.ca)>

Hi Maureen,

I'm emailing you to thank you and share support for reducing lanes on Aberdeen Avenue between Dundurn and Queen.

We have lived on Aberdeen Ave for over 7 years now, just next to Mountain Ave. We commonly witness high speeds, dangerous driving, and complete disregard for children and families who walk the sidewalks immediately next to vehicles whipping down the road. We use the lights and crosswalks frequently, and commonly see vehicles trying to beat the red, even when parents with strollers are ready to cross the street. We've sadly planned to move from our "starter home" for years, simply because Aberdeen is too busy and we find it unsafe for a young family.

**We very much support the Aberdeen road diet** - and hope that it will make our streets safer for children walking to school, and families out of a stroll or crossing to get to Locke Street.

We thank you for all your time and energy, your fight against the "Keep Aberdeen Moving" campaign, and trying to keep our Kirkendall neighborhood safer.

Graeme & Kara

**Pilon, Janet**

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**Subject:** Traffic calming on Aberdeen Avenue

**From:** Haider Saeed

**Sent:** September 9, 2020 9:54 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Traffic calming on Aberdeen Avenue

Dear Mayor and Members of Council:

I am writing this letter to express support for the traffic calming plan for Aberdeen Avenue. Traffic calming on Aberdeen was voted a "Top 5" project in the 2014 Ward 1 Participatory Budgeting process (a ward-wide, democratic process). Quite simply, the community wants this to happen.

There are many other reasons to support traffic on Aberdeen:

- 1) Slower speeds mean fewer and less serious motor vehicle collisions. People will also feel safer while walking down the street.
- 2) A calmed Aberdeen will lead to physical and mental health benefits, by encouraging more walking in the neighbourhood. As a family physician, I see the effects of inactivity in my practice every day and will always be in support of creating environments that will encourage people to be more active.
- 3) Increased walking will lead to reduced greenhouse gas emissions (fewer car trips). Reduced speeds will also have this outcome.
- 4) A calmed street allows easier interactions with others, improves social connectedness and leads to a more cohesive neighbourhood.
- 5) Traffic calming creates an environment that makes it easier for ~everyone~ to use the street, including those with disabilities, those who are older, and those who are younger. Parents will be more confident to allow their kids to go to the library, school, stores and the Bruce Trail on their own. We will be creating a city that is the "best place to raise a child and age successfully."

My family practice is on Kenilworth Avenue North and I have seen the benefits that adding parking to that street has created. I have patients who have told me that they now walk to their appointments as it is simply a nicer place to walk now. We are asking for the same opportunity for Aberdeen Avenue that was implemented in Ward 4. City staff believe that the Aberdeen plan will work -- providing what the local community is asking for while at the same time not significantly affecting travel times.

I ask you all to support the implementation of parking on Aberdeen Avenue as a way to traffic calm the street.

Sincerely,  
Haider Saeed

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Haider Saeed, MD, MSc, CCFP, FCFP

**Pilon, Janet**

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**Subject:** September 16 Council Meeting re: Parking & Traffic Calming on Aberdeen Ave

**From:** Ann Mckay

**Sent:** Wednesday, September 9, 2020 10:22 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Re: September 16 Council Meeting re: Parking & Traffic Calming on Aberdeen Ave

Mayor Eisenberger and Members of Council,

I would like to start this letter by thanking Councillor Wilson for hosting 'Calming Aberdeen' an online forum with the City of Hamilton traffic engineering staff: E. Soldo, M. Field, D. Ferguson, M. Rahman, to discuss the planned changes to Aberdeen Ave in a 6 month pilot project. The forum was very informative and it was helpful to hear from the traffic engineers.

The Aberdeen road diet is planned to make travel safer for everyone. As pointed out by staff, the pilot project takes into account and builds upon the city policies: Vision Zero and Complete, Streets.

The city experts have studied Aberdeen Ave and have methods in place to monitor and improve safety.

Some highlights I took from the forum were:

- \*parked cars will provide a safer, more comfortable experience for vulnerable pedestrians walking on the sidewalk  
(possibly enticing more residents to walk and leave the car at home)
- \*there have been less pedestrian injuries since some improvements to Aberdeen Ave have been addressed but there is still room for improvement (Vision Zero)
- \*driving time from Fennel Ave along Aberdeen to the highway is presently 4 - 5 minutes, and with a road diet will be approximately 1 minute longer, 5 - 6 minutes
- \*rat running will likely not occur as it is not worth the time to travel side streets due to a 1 minute delay
- \*speeding on streets can be addressed through enforcement, engagement, education & engineering but with limited police resources the best option is in the design of the roadway
- \*Kenilworth Ave road diet is a great comparison, with a motion for permanent features - congratulations to Sam Merulla for making his ward safer!
- \*the traffic engineering staff will monitor and assess the pilot project and report back to council where it will be evaluated

In the case of Aberdeen Avenue, please stay true to your commitment of prioritizing safe streets for all users. (Excerpts from 'Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure' - PED20025)

### **City Vision, TMP & CMP**

"One of the key strategic policies with the TMP is to foster and support the development of Complete-Liveable-Better Streets for road users of all ages, abilities, and incomes. The TMP also highlights the importance of equity and the connection between Public Health and transportation infrastructure."

### **Complete, Liveable, Better Streets Design**



“Currently, City staff is leading the development of a Complete, Liveable, Better Streets Design Manual (CLB) to provide principles and best practices for implementing Complete Streets in Hamilton. The manual will include a **focus on active** and sustainable modes of transportation and will be a significant enhancement for cycling infrastructure and street design in Hamilton.”

### **Vision Zero**

“City Council’s commitment to Vision Zero in February 2019 provided staff with the direction to further establish a comprehensive program that expanded across the corporation. Vision Zero takes a Safe Systems approach to prevention. The goal of safe systems is to ensure that these mistakes do not lead to a crash, or, if a crash does occur, it is sufficiently controlled to not cause a death or a life-changing injury.

Vision Zero describes the end-product of a safe road transport system. The system must rely on a balance between travel speeds and the inherent safety of infrastructure and vehicles. The Safe Systems approach places the **highest priority on Safe Roads, the design of the roadway**. Safe roads are designed to reduce the risk of crashes occurring, and the severity of injuries, if a crash does occur. Safety features are incorporated into the road design from the outset and includes key elements such as **segregating road users by enhancing safer routes for vulnerable users.**”

Thanks,  
Ann McKay  
Ward 1

## 4.10 (ba)

To: City of Hamilton – City Hall  
Re: Clerk's Desk  
71 Main Street West  
Hamilton, Ontario  
L8P 4Y5  
(905) 546-2489  
clerk@hamilton.ca

From: Michelle Hawrylyshyn  
Hamilton, Ontario

Dear Mayor Eisenburger and City of Hamilton Council,

I am writing this letter as a concerned citizen in regards to the city of Hamilton Council Members voting in favor of proceeding with the decision of taking the coalition of workers who secured an injunction to stop the city from dismantling and disbursing the encampments on Ferguson, in front of the First Ontario Centre, and elsewhere, to court for the purpose of fighting the injunction. I encourage city council members to take this precious time and not spend it in court, but rather spend this time in coordinating efforts with the housing, health, and mental health programs in place throughout the city of Hamilton to develop a viable plan to assist the individuals living in the encampments. The encampments are a way for workers on the frontlines to address the basic needs that the individuals in the encampments require and deserve. Disbursing these campsites will make it even more difficult for front line workers to assist those living in the encampments as they can become much harder to locate if disbursed.

As a concerned citizen, I do not believe that taking this matter to court and fighting the injunction will resort to any long-term success for any of the individuals who are effected the most by lack of low-barrier and affordable housing in this municipality. Shelters are not an answer for all, as there are restrictions regarding substance use, behavioral concerns, and do not provide adequate alternatives for opposite sex couples and/or beloved pets. As a citizen of this municipality, I view the response from the City of Hamilton Council regarding the encampments as dehumanizing and inappropriate, thus far. The treatment of my fellow community members living in the encampments by the City of Hamilton is disheartening and embarrassing, as everyone within this municipality deserve adequate, resourceful, and respectful options in regards to their personal care and long-term success. By fighting this injunction, it appears that Council Members have prioritized the continuing oppression of homeless individuals in this city, instead of working towards a homeless-serving system that is not inheritably flawed.

Mr. Mayor and City of Hamilton Council members, I again ask you again reconsider the choice of proceeding with fighting the injunction that is aiding in the access to care to Hamilton's homeless population. I encourage the City of Hamilton to work cooperatively with healthcare and community-based programs to set up our homeless community members for success and finally provide low-barrier opportunities for homeless individuals to obtain a good quality of life.

Regards,

Michelle Hawrylyshyn

To Mayor and Members of City Council:

**RE: City's Plan to Reduce Aberdeen Ave to 2 lanes of traffic**

I write to give my concern about the City's proposed plan.

I have driven in both directions along the stretch of Aberdeen Avenue from Queen to Dundurn at all hours of the day and weekends for many decades, from my home in the Aberdeen/Bay area to McMaster University.

It is my opinion that reducing Aberdeen Ave into 1 lane of traffic per direction increases the possibility of accidents. Many cyclists travel on Aberdeen. Even now, it is dangerous for cyclists and drivers as drivers have to blend into the ongoing traffic in the left lane in order to give space to the cyclists. I note the incident recently reported in the Hamilton Spectator August 24, concerning an adult cyclist "being impaled by his bike seat after a car hit him from behind." The plan to have parking on both sides and only one lane per direction gives cyclists at most a couple of feet to maneuver between parked and moving cars. A slight swerve by bike or car can be devastating, during the day and more so at night.

Moreover, many pedestrians cross the street mid-block dodging traffic flow, despite the five traffic lights allowing pedestrians to cross Aberdeen. With only two lanes to cross, I suspect increasing jay-walking to occur.

It is important to look after our children and pedestrians. A simple, safer, less expensive plan with fewer negative consequences could be simply to follow Counselor Wilson's statement (Hamilton Spectator, Aug 25) "**slowing car traffic will make Aberdeen safer.**" I suggest reducing the speed limits to what City Council thinks lane reduction will achieve, possibly 40 km/h; add several electronic signs giving their speed to drivers, and enforce it by police force or radar.

I trust City Council and Public Works Committee will carefully consider the strong and widespread concern documented by residents of several wards indicating why it is better that you not implement the proposed Aberdeen reduction to two lanes with parking on each side.

In summary, leaving Aberdeen Avenue as it is, but reducing maximum speed to 40 km/h at all times will resolve all issues – keep children, pedestrians, cyclists and drivers safer, prevent increased pollution and traffic jams and prevent consequent increased potentially dangerous traffic on side residential streets where children live and play.

Thank you for your attention and consideration of this input.

Sincerely yours,

SW

Sandra F. Witelson, Ph.D., FRSC

**Pilon, Janet**

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**Subject:** Changes to Aberdeen Avenue

**From:** Graham Crawford

**Subject: Changes to Aberdeen Avenue**

**Date:** September 9, 2020 at 12:01:02 PM EDT

**To:** Fred Eisenberger <[Fred.Eisenberger@hamilton.ca](mailto:Fred.Eisenberger@hamilton.ca)>, MAUREEN WILSON <[maureenowilson@gmail.com](mailto:maureenowilson@gmail.com)>, Jason Farr <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>, "nrinder.nann@hamilton.ca" <[nrinder.nann@hamilton.ca](mailto:nrinder.nann@hamilton.ca)>, SamMerulla Merulla <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>, Chad Collins <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>, Tom Jackson <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>, "john-paul.danko@hamilton.ca" <[john-paul.danko@hamilton.ca](mailto:john-paul.danko@hamilton.ca)>, "esther.pauls@hamilton.ca" <[esther.pauls@hamilton.ca](mailto:esther.pauls@hamilton.ca)>, Judi Partridge <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>, "arlene.vanderbeek@hamilton.ca" <[arlene.vanderbeek@hamilton.ca](mailto:arlene.vanderbeek@hamilton.ca)>, Lloyd Ferguson <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>, Terry Whitehead <[terry.whitehead@hamilton.ca](mailto:terry.whitehead@hamilton.ca)>, Brenda Johnson <[brenda.johnson@hamilton.ca](mailto:brenda.johnson@hamilton.ca)>, "maria.pearson@hamilton.ca" <[maria.pearson@hamilton.ca](mailto:maria.pearson@hamilton.ca)>, Brad Clark <[brad.clark@hamilton.ca](mailto:brad.clark@hamilton.ca)>

**Cc:** Graham Crawford

Dear Mayor and Members of Council,

I am writing today to express my support for the road diet being planned for Aberdeen Avenue. My correspondence contains the full text of the content of an article I wrote for Raise the Hammer.

Thank you,

Graham Crawford

Hamilton

## A Resident's View of Safe-Sizing Aberdeen Avenue

by Graham Crawford

I've lived on Aberdeen Avenue east of Queen Street for almost 20 years. When I first moved into my house, the traffic along Aberdeen heading over to Bay Street was both high in volume and high in speed. The volume I had no trouble with, although I noticed it. The speed I was not OK with, and I noticed it too. Two east-bound lanes between Queen and Bay that turned into a single lane heading north on Bay. People raced to get in front of each other so they could be first to turn onto Bay. It was treacherous, in my opinion. I worried for myself, and for my neighbours, and their kids.

Then, changes were made to calm the traffic. Permanent bump outs were installed in 2006. At first, the City wanted them to be just concrete. Neighbours weren't so keen on more concrete being added to the street, so we asked the City to reconsider and to permit planting where the concrete would have been. They agreed, but said they would not assume responsibility for the planting, although they would provide the soil. That would be the responsibility for the neighbours, who got together, and/or took the lead themselves and planted, watered and weeded the islands. Later, the City took over that responsibility for the half dozen little islands of nature that now line the street.

Why am I telling you this? Because the calming measures helped slow traffic down. For me, the volume of traffic was not noticeably different, but the speeds were markedly slower. Less racing to Bay Street. Sure, some still drive too fast, but the physical changes really helped make the street safer and more comfortable for pedestrians, of which there are many, morning, afternoon, and night, walking with friends and with their pets. All in all, a good change.

Which brings me to the approved Aberdeen road diet between Queen Street and Longwood. I prefer to think of it as the safe-sizing of Aberdeen. As many know, it's a pilot to try to make the street and the neighbourhood safer for everyone. Hundreds of kids have to use Aberdeen, at some point, to get to school. Every. Single. Day. Other pedestrians use the street too. After all, Aberdeen runs through a dense residential neighbourhood. There are literally only a handful of businesses along the entire length of Aberdeen, from James to Longwood. It's not a commercial street. What it is, in the eyes of some, is a fast way to and

from Highway 403. I use the street all the time, as a motorist, and I can say that the speeds people reach in their, either to Longwood and the 403, or from the 403 to the Queen Street hill, are shocking. People say drivers lead busy lives. So too do pedestrians. Yet, people who walk seem to get treated differently.

Traffic speed is a virtue in this town. Sadly, it's a virtue even if it involves racing through a residential neighbourhood to get to your own residential neighbourhood in another part of town, or to your place of employment. Some people are concerned the changes will add one or two minutes to their commute. To me, that seems not only unfair, but downright selfish. Remember, I use this road all the time, albeit now as a retired person, so I'm quite familiar with how it works now. As to the road's ability to handle the same volume of traffic with only two lanes instead of four, information has been shared by Ward 1 Councillor, Maureen Wilson, that shows traffic volume on Mohawk Rd/Rousseaux Street, a two-lane road in Ancaster, has approximately 24,000 motorists a day exiting from Highway 403 and the Linc. That's 4,000 more than Aberdeen. Yet, there don't seem to be any cries to widen Rousseaux Street because of traffic chaos, or precious minutes being added to daily commute times. Funny thing that.

So, what to do?

Well, some have done something that, while I support it in principle, I don't agree with it in focus. Those opposed have created a petition and it seems people who've signed the petition live in the neighbourhood, as well as nowhere near the neighbourhoods along Aberdeen, but who do use the neighbourhoods as their chosen route to and from the highway as they head home. Ward 14 Councillor Terry Whitehead continues to oppose the road diet pilot. It seems that for Mr. Whitehead it's all about speed. He often adds it's about quality of life for the motorists who speed through the Aberdeen neighbourhood on their way to work and home again. No sure how he feels about the quality of life for the people who live along and just off of Aberdeen? I guess the quality of life for these Ward 1 residents is in the eye of the Ward 14 Councillor. I'm honestly not sure where my own Councillor, Jason Farr, sits on the road diet pilot, but I'll know soon enough when this topic is discussed later this month by Councillors.

To be clear, in no way do I dismiss the concerns about the potential for drivers cutting through nearby residential streets in their race to get to their destinations. We need to closely, and immediately, monitor for these infractions and quickly install the necessary remedies, such as speed bumps and stop signs where necessary. That fear is real. Residents are not being paranoid, but acknowledging the presence and risk of speed-focused drivers.

In the meantime, here are a few questions I think we all need to think about.

What traffic calming measures have been implemented in Hamilton in the past 10 years that have resulted in traffic chaos? That resulted in the oft threatened gridlock? Where pedestrians were not safer and more comfortable because of the changes? Where traffic didn't slow down to a safer speed? Where accidents weren't reduced? Where a street, or even a neighbourhood, was made less safe than it was before. Where the quality of life was not improved for the people who spend more time living in the neighbourhood than they do passing through it?

Some are tired of hearing this, but I plan on repeating it until we finally embrace our city's Vision. **To be the best place to raise a child and to age successfully.**

So, for all the kids who live in and go to school in the Aberdeen Avenue area, and for all the seniors who call this part of town home, whether they live independently, or with the help of others, let's embrace the road diet pilot. Let's try to make life just a little bit better for ourselves and for the others we care about. Let's be prepared to acknowledge that none of us, not a single one of us, is so important that we cannot add literally a minute or two to our travels.

Healthy neighbourhoods are measured by the collective well being of the people who call them home, not by how fast one can drive through them on the way to our own piece of paradise. Speed kills people and neighbourhoods. I want the neighbourhoods along Aberdeen Avenue to be the healthiest they can be for generations to come.

**Pilon, Janet**

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**Subject:** "Mayor and members of Council" Re: September 16 Council Meeting regarding Parking and Traffic Calming on Aberdeen Avenue -

**From:** Mark Caruana

**Sent:** September 9, 2020 3:01 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** To: "Mayor and members of Council" Re: September 16 Council Meeting regarding Parking and Traffic Calming on Aberdeen Avenue -

I am writing to ask you PLEASE go forward with the traffic calming plan for Aberdeen Ave. My kids cross that street every day to go to school and I'd rather NOT fear for their lives when we send them off to school.

A concerned citizen.

Mark Caruana

**Pilon, Janet**

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**Subject:** Aberdeen Traffic Calming Pilot

**From:** Ryan McGreal

**Sent:** Thursday, September 10, 2020 3:27 PM

**To:** Partridge, Judi; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Aberdeen Traffic Calming Pilot

Dear Council,

I understand committee will be considering the traffic calming pilot tomorrow, including a petition that has been drafted in opposition to it.

A group calling itself "Keep Aberdeen Moving" has been circulating a handout in Kirkendall and Durand neighbourhoods against the planned traffic calming pilot project on Aberdeen Avenue and asking people to sign a petition.

A reasonable person who saw the group's arguments and had no other information might conclude that there is legitimate reason for fear, uncertainty or doubt about the project. Unfortunately, their argument rests on objectively false fact claims.

The group claims the City has not done a traffic study on Aberdeen. This is obviously false. Staff have studied Aberdeen extensively, most recently in an Information Update presented on June 25, 2019 as a follow-up to report PW17201a from June 17, 2019.

The group also claims Aberdeen is "not especially dangerous", citing a ranked list of streets that staff prepared ad hoc in 2018 in response to a resident request. That ranked list heavily weights fatalities while discounting injuries, so it is of limited use as a general indicator of danger. Even so, the list ranks Aberdeen as more dangerous than 80% of the 2,740 street segments included.

If the group read the 2019 Aberdeen traffic study, they would learn that staff have determined Aberdeen is 4.7 times as dangerous as the industry threshold for an "area of concern" based on a review of collisions over several years. Clearly, this really is a dangerous street.

The group also claims that the pilot project on Aberdeen will result in "clogged traffic" and a whole host of imagined horrors, including increased air pollution and greenhouse gas emissions, plus "drivers cutting through our quiet neighbourhood streets" resulting in danger to children and vulnerable road users.

If the group read the 2019 Aberdeen traffic study, they would learn that staff have determined the impact on traffic flow will be smaller than what was observed on Kenilworth after a similar traffic calming was undertaken. On Kenilworth, rush-hour speeds declined by an average 8-12 km/h, but the speed reduction is likely to be more modest on Aberdeen with Queen converting to two-way.

For the 1.7 km stretch of Aberdeen between Queen and Longwood, we are talking about approximately 30 seconds longer to drive during peak rush hour if the impact is as big as it was on Kenilworth.

The group also claims there are not other similar streets in Hamilton that have already received traffic calming. Again, this is false. If they read the traffic study, they would know about Kenilworth. In addition, we can point to Wilson Street in Ancaster, Mohawk/Rousseau, Governors Road in Dundas, Lawrence Road in the east end, and Beckett Drive as other arterial streets that have one lane in each direction, connect to regional highways and carry traffic volumes similar to - and in some cases higher than - Aberdeen.

The only valid point the group makes is their concern about commuters using residential side streets as a shortcut. However, this is already a problem today. The solution is not to leave the dangerous status quo on Aberdeen but rather to control rat-running with restrictions and traffic calming design.

No matter how earnest or well-intentioned this group might be, we all have the same duty of care to ensure we are not unintentionally misinforming people when we engage on issues of civic importance. As Daniel Patrick Moynihan famously reminded us, we are entitled to our own opinions but not our own facts.

Sincerely,

Ryan McGreal



Interim Integrity Commissioner's Periodic Report  
City of Hamilton

Principles *Integrity* is pleased to submit this periodic report, covering the period from its appointment in July, 2018 up to the end of August, 2020. The report has been updated from its initial version whose delivery was delayed due to exigencies related to the COVID-19 pandemic.

The purpose of an integrity commissioner's periodic report is to provide the public with the opportunity to understand the ethical well-being of the City's elected and appointed officials through the lens of our activities.

About Us:

Principles *Integrity*, formed in 2017, is a partnership focused on accountability and governance matters for municipalities. Since its formation, Principles *Integrity* has been appointed as integrity commissioner (and occasionally as lobbyist registrar and closed meeting investigator) in over 40 Ontario municipalities and other public bodies. Principles *Integrity* is an active member of the Municipal Integrity Commissioner of Ontario (MICO).

Principles Integrity is the city of Hamilton's integrity commissioner. During much of the period covered by this report we were the City's interim integrity commissioner.

Our status as interim integrity commissioner, and the difficulties of serving during a pandemic, made our role marginally more limited than otherwise would be the case. Important work such as training and code development require more permanence of a relationship with members of council and is now the focus of the next phase of our work.

The Role of Integrity Commissioner, Generally:

Recent amendments to the *Municipal Act, 2001* mandated that all municipalities have codes of conduct and integrity commissioners for elected and appointed (local board) officials as of March 1, 2019.

The integrity commissioner's statutory role is to carry out the following functions in an independent manner. Put succinctly, the role is to:

- Advise on ethical policy development
- Educate on matters relating to ethical behaviour
- Provide, on request, advice and opinions to members of Council and Local Boards
- Provide, on request, advice and opinions to Council
- Provide a mechanism to receive inquiries (often referred to as 'complaints') which

## Principles *Integrity*

allege a breach of ethical responsibilities

- Resolve complaints
- And where it is in the public interest to do so, investigate, report and make recommendations to council within the statutory framework, while guided by Council's codes, policies and protocols.

This might contrast with the popular yet incorrect view that the role of the integrity commissioner is primarily to hold elected officials to account; to investigate alleged transgressions and to recommend 'punishment'. The better view is that integrity commissioners serve as an independent resource, coach and guide focused on enhancing the municipality's ethical culture.

The operating philosophy of Principles *Integrity* recites this perspective. We believe there is one overarching objective for a municipality in appointing an Integrity Commissioner, and that is to raise the public's perception that its elected and appointed officials conduct themselves with integrity:

*The perception that a community's elected representatives are operating with integrity is the glue which sustains local democracy. We live in a time when citizens are skeptical of their elected representatives at all levels. The overarching objective in appointing an Integrity Commissioner is to ensure the existence of robust and effective policies, procedures, and mechanisms that enhance the citizen's perception that their Council (and local boards) meet established ethical standards and where they do not, there exists a review mechanism that serves the public interest.*

In carrying out our broad functions, the role falls into two principle areas. 'Municipal Act' functions, focused on codes of conduct and other policies relating to ethical behaviour, and 'MCIA' or *Municipal Conflict of Interest Act* functions, set out graphically in the following two charts:

## The broad role of an Integrity Commissioner: Municipal Act Functions

Assist in adopting Conduct Codes and other ethical polices, rules and procedures



Assist in interpreting these ethical polices and how they are applied to Council and Local Boards: Education and Training to Members of Council and Local Boards, to the Municipality, and the Public



Upon Written Request, provide advice to members of Council and Local Boards respecting their ethical behaviour polices, rules, procedures

Receive Complaint

[Resolve]

Investigate

Report

Recommend Sanction as appropriate

7

## The broad role of an Integrity Commissioner: MCIA Functions

Assist in interpreting the *Municipal Conflict of Interest Act*, particularly sections 5, 5.1 and 5.2, for Members of Council and Local Boards: Education and Training to Members of Council and Local Boards, to the Municipality, and the Public



Upon Written Request, provide advice to members of Council and Local Boards respecting their obligations under the MCIA

Receive Application from elector or person in public interest

Six weeks

[Resolve]

Investigate (public meeting)

Complete within 180 days

Decide whether to apply to judge

Issue Reasons

8

In each of the charts above the primary functions of the integrity commissioner are

## Principles *Integrity*

summarized in the horizontal boxes to the left, and the review mechanism (or inquiry function) appears in the vertical box on the right.

The emphasis of Principles *Integrity* is to help municipalities enhance their ethical foundations and reputations through the drafting of effective codes of conduct and other policies governing ethical behaviour, to provide meaningful education related to such policies, and to provide pragmatic binding advice to Members seeking clarification on ethical issues. As noted in the Toronto Computer Leasing Inquiry report authored by the Honourable Madam Justice Bellamy (the “Bellamy Report”, seen by many as the inspiration for the introduction of integrity commissioners and other accountability officers into the municipal landscape), *“Busy councillors and staff cannot be expected to track with precision the development of ethical norms. The Integrity Commissioner can therefore serve as an important source of ethical expertise.”*

Because the development of policy and the provision of education and advice is not in every case a full solution, the broad role of the integrity commissioner includes the function of seeking and facilitating resolutions when allegations of ethical transgressions are made, and, where it is appropriate and in the public interest to do so, conducting and reporting on formal investigations. This in our view is best seen as a residual and not primary role.

### Confidentiality:

Much of the work of an integrity commissioner is done under a cloak of confidentiality. While in some cases secrecy is required by statute, the promise of confidentiality encourages full disclosure by the people who engage with us. We maintain the discretion to release confidential information when it is necessary to do so for the purposes of a public report, but those disclosures would be limited and rare.

### Our Activity on your behalf:

Since starting our role with the City of Hamilton, we have been engaged in a moderate level of activity which subdivides roughly into three categories:

#### 1. Education

On November 15, 2018, following the Municipal Elections in the fall of 2018, we provided abbreviated training to Council on the Municipal Conflict of Interest Act and Council Code of Conduct as part of the City’s general orientation program. When the opportunity presents itself as social distancing requirements are adjusted, we will be conducting more fulsome training for Council, and then for the City’s local boards in due course.

#### 2. Advice

The advice function of the integrity commissioner is available to all Members of Council, and to Members of local boards, on matters relating to the code of conduct, the *Municipal Conflict of Interest Act* and any other matter touching upon the ethical conduct of Members. Advice provided by the integrity commissioner is confidential and

## Principles *Integrity*

independent, and where all the relevant facts are disclosed, is binding upon the integrity commissioner.

Our advice is typically provided in a short Advice Memorandum which confirms all relevant facts and provides with clarity our analysis and a recommended course of action. As required by the legislation, advice must be provided in writing.

Though advice is confidential, we can advise that some of the issues we provided guidance on this year arose in the context of properly identifying and appropriately recognizing actual and perceived conflicts of interest. The clarifications and guidance provided to Members seemed to be readily understood and welcome.

During the period covered by this report, we have responded to and provided Code and/or Conflict of Interest Advice on 39 such requests.

### 3. Inquiry (Complaint) Investigation and Resolution

In the *Municipal Act* complaints to an integrity commissioner are referred to as 'inquiries'. The use of that term is appropriate given that in many cases prospective complainants begin the process by making unofficial inquiries of the integrity commissioner, and are guided on whether the matter that concerns them can be addressed by us, and the processes they must use in making a formal complaint.

Our approach to reviewing complaints starts with a determination as to whether an inquiry to us is within our jurisdiction, is beyond a trifling matter, is not either frivolous or vexatious, and importantly, whether in its totality it is in the public interest to pursue. We always look to the possibility of informal resolution in favour of formal investigation and reporting. Once a formal investigation is commenced, the opportunity to seek informal resolution is not abandoned.

Where formal investigations commence, they are conducted under the tenets of procedural fairness and Members are confidentially provided with the name of the Complainant and such information as is necessary to enable them to respond to the allegations raised.

The City of Hamilton has delegated the role of complaint administration, including the assignment of sanctions authorized by the Municipal Act, to the integrity commissioner. For most councils in Ontario, the integrity commissioner has the specific, albeit authoritative, role of making recommendations to council for the imposition of sanctions.

During the period covered by this report 15 inquiries have resulted in us opening files. Of these, 14 have been resolved without the need for a formal report from us - meaning that either:

- the complainant and respondent have recognized and acknowledged each other's perspectives in the matter and have agreed that the course of action recommended by us (for example to acknowledge that the behaviour alleged does not represent

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an ethical transgression, or where it does to discontinue a practice, or to communicate more appropriately in the future...) represents an appropriate resolution to the matter. It is our view that in appropriate circumstances such resolutions best serve the public's interest in correcting behaviours, improving conduct, and administering complaints in a cost-effective manner

- we determined that there was an insufficiency of circumstances to pursue the matter. This was because facts complained of were beyond our jurisdiction, involved a matter not pertaining to the ethical behaviour of members of council or a local board, were the result of a policy decision of council or an operational matter within the responsibility of city staff, or related to a matter that involved the City only peripherally, or not at all
- it was determined that other bodies had already dealt with, or would be dealing with, the matter (such as the Red Hill Valley Parkway Inquiry, and other litigation). Though we otherwise had jurisdiction to deal with the matter, we determined that it would not be in the public interest to conduct formal investigations because that effort would be duplicative of other bodies with competent jurisdiction.

### Themes in Hamilton

Our observation is that from an ethical perspective Council is operating effectively and within the boundaries set by the Code of Conduct, the *Municipal Conflict of Interest Act*, and the common law. Speaking generally, in our view Council and its Members meet the community's expectation of fair and purposeful behaviour in support of the public interest. Council Member interactions are not expected to be without friction – that is a reality in any organization including political enterprises – but it is important to recognize that there are limits that ought not to be breached. It is clearly understood that behaviour should never amount to bullying, or harassment. Persistent disparaging commentary, aggressive interactions with members of the public, and the making of untruthful statements should and must be avoided. Public discourse should be respectful and supportive of the institution of municipal government and its elected Council. Criticism of staff, if necessary, should be done professionally, respectfully and in the proper forum. Similarly, interactions with members of the public must be based in respect; if the circumstances are such that respectful engagement cannot be sustained, then it is a Member's responsibility to avoid confrontation.

As noted, our general observation is that Council Members have operated within the standards expected of them. At times individual Members of Council have been subject to an allegation that the ethical standards that apply to them have been breached and we have become involved in addressing the matter, including as noted above.

From a thematic perspective, the complaints we have received fell generally into the following categories:

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### Honesty:

The business of politics requires, at times, a thickness of skin. Deliberations on Council matters are accompanied by efforts to persuade other persons that a particular course of action is the desired one. Efforts to persuade should be forthright. Efforts to persuade however must be done in a way that complies with a Member's responsibilities under the Code of Conduct and the rules of decorum that apply. In particular it is difficult to conceive of circumstances where it would be considered appropriate or ethical to mislead a person, and such conduct should always be avoided.

### Non-responsiveness:

The public has a high expectation that their elected representatives will respond quickly, and with the exact remedy they seek. While a laudable goal, this is not the ethical standard Members are required to meet.

It *is* the responsibility of Members to carry out a reasonable level of communication and to explain their decisions to take or not take action. The maintenance of such open lines of communication, even with difficult clients, serves to maintain a respectful relationship and raises citizen's confidence that their municipal institution is operating with integrity. In some situations, where a Member believes that despite their reasonable response, a constituent remains persistent, the office of the Integrity Commissioner is available to advise on best practices and to suggest an ethically compliant response. Members who seek and follow the integrity commissioner's advice are protected against any complaints that may be subsequently filed on the matter.

### Avoiding allegations of bullying or other disrespectful behaviour:

It is recognized that Members of Council must adhere to adopted ethical standards such as appear in their Code of Conduct whereas the persons that interact with them may not be subject to a similar ethical framework. The Member's perception may be that in the course of a Council or committee meeting, the behaviour of a member of the public is not in keeping with general standards of behaviour. Only the presiding member at the meeting, however, has the authority and responsibility to determine what rules of conduct may apply in the circumstances in accordance with the City's procedure by-law. Where a Member feels that a member of the public has behaved improperly, the proper mechanism to have the matter resolved is through the chair of the meeting and not by direct personal intervention.

Members must recognize that in a public forum opinions can and do conflict, passions are engaged, and unsolicited criticism is often offered. That is part of the democratic process of government and Members should not unilaterally address what they perceive to be offending behaviour. Because of the perceived authority inherent in being a Member of Council, or due to their choice of words and/or actions, personally addressing the matter may give rise to an accusation that the Member has engaged in bullying or harassing conduct. Findings of bullying or harassment can result in the imposition of sanctions

## Principles *Integrity*

under the Code of Conduct.

Collateral actions in the course of litigation:

The Integrity Commissioner's office is a forum for the making of complaints concerning the ethical behaviour of Members of Council (and respecting the behaviour of Members of the City's local boards). The office plays an important role in the administration of justice, and provides an opportunity for citizens to file legitimate inquiries without being burdened with inordinate legal costs. The integrity commissioner, in playing that role, also serves the interests of justice by removing from an over-burdened court system matters that are within the jurisdiction of the integrity commissioner and which are in the public interest to pursue.

However, when a matter has been adjudicated by a tribunal or is in the course of adjudication, the integrity commissioner must be wary of pursuing the matter. It is not in the public interest to 're-litigate' the findings or decisions of a competent adjudicator who, having heard all of the relevant evidence, has rendered a decision; and it is not in the public interest to allow the office to be used when the persons involved in the dispute are or have been engaged in procedures established by other legal mechanisms. There may be a residual role for the integrity commissioner, but that role should be exercised sparingly – only when it is in the public interest to do so.

### Other Ethical Themes Around the Province:

Given our role as integrity commissioner for a number of municipalities and public bodies in Ontario, and with due regard to our obligation to maintain confidentiality, this periodic report enables us to identify learning opportunities from advice requests and investigations conducted in a variety of municipalities.

One area of prominence is the failure of some Members of Council to adhere to rules against disparagement. Members of Council are entitled, and indeed expected to disagree on all manner of issues. However, one of the cornerstones to democracy must be the recognition that different opinions and perspectives are to be respected, and disagreement should not devolve into disrespect, disparagement and name-calling.

Some Members of Council hold a view that they are entitled to freely express their opinion, even if that includes disparagement of others, and so long as they share it via personal email (or texts), and not on the municipal server, they are not constrained by any rules around decorum. This is incorrect. Members are bound by the Code provisions of respectful and non-disparaging communication, whether sharing views on their own email, social media, or elsewhere.

Regardless of the medium, regardless of the intended audience, and regardless of motive, we have observed several instances where Members of Council in municipalities around the province have been found to have breached ethical standards by saying or recording things they have come to regret.



## Principles *Integrity*

Another area Members frequently require additional clarification on is recognizing and appropriately identifying conflicts of interest when they arise. These often include situations where members are part of another organization or club whose interests are impacted by a matter before Council, or when members are active professionally within the community and a matter before Council may potentially impact one of their current or past clients.

As always, obtaining clear and reliable advice can help avoid a costly and time-consuming investigation.

### Conclusion:

We wish to recognize Members of Council all of whom are responsible for making decisions at the local level in the public interest. It has been a privilege to assist you in your work by providing advice about the Code of Conduct, the avoidance of conflicts of interest, and by resolving complaints. We recognize that public service is not easy and that while the ethical issues that arise can be challenging, the public rightly demands the highest standard from those who serve them. Several of the complaints we dealt with were able to be resolved when the Member recognized that their actions fell short of an applicable ethical standard, and they undertook course correction that the complainant acknowledged to be constructive. We congratulate those Members and Council for striving to meet the high standards expected of them.

Finally, we wish to thank the Clerk and the City Solicitor for their professionalism and assistance where required. Although an Integrity Commissioner is not part of Hamilton's administrative hierarchy, the work of our office depends on the facilitation of access to information and policy in order to carry out the mandate. This was done willingly and efficiently by the staff of the City.

We would be pleased to attend Council or the appropriate Committee to discuss this report.

All of which is respectfully submitted,

**Principles *Integrity***

Integrity Commissioner for the City of Hamilton

## Extension to File your 2020 Compliance Assessment Report Under the Aggregate Resources Act

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September 2020

The Ministry is extending the timeframes to conduct inspections and complete an annual Compliance Assessment Report (CAR) form as follows:

1. The deadline to conduct a site inspection for the purpose of completing the Compliance Assessment Report is December 31<sup>st</sup>, 2020 (extended from September 15, 2020).
2. The deadline to submit a 2020 Compliance Assessment Report to the MNR District Office and the local municipalities in which the site resides is December 31<sup>st</sup>, 2020 (extended from September 30, 2020).

The decision to extend timelines reflects feedback the ministry received indicating that licence and permit holders experienced challenges travelling to aggregate sites as a result of COVID-19, especially those sites in remote areas.

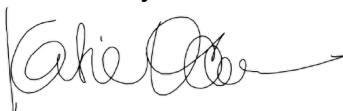
Every licence and permit holder must complete and submit a Compliance Assessment Report (CAR) annually to assess their compliance with the *Aggregate Resources Act*, its regulations, the site plan and the conditions of the licence or permit for each individual aggregate site.

Helpful tips to guide you through your Compliance Assessment Report:

1. Download the report from [www.ontario.ca/aggregates](http://www.ontario.ca/aggregates).
2. Complete the CAR between May 1st and December 31<sup>st</sup>, 2020.
3. File your CAR by December 31<sup>st</sup>, 2020 as per the instructions on the form.
4. Keep a copy for your records.

If you have any questions regarding completion of this report or where to submit it to, please contact the MNR Aggregate Technical Specialist for your area. Information on MNR District offices may be found online at [www.ontario.ca](http://www.ontario.ca).

Sincerely,



Katie O'Connell  
A/Manager  
Integrated Aggregate Operations Section



RE: Town of Gore Bay - COVID-19 Funding Support Resolution

Please be advised that Township of Puslinch Council, at its meeting held on September 2, 2020 considered the aforementioned topic and subsequent to discussion, the following was resolved:

**Resolution No. 2020-242:** Moved by Councillor Bulmer and  
Seconded by Councillor Sepulis

**That the Consent Agenda item 6.15 Town of Gore Bay - COVID-19 Funding Support Resolution be received; and**

**That Council direct staff to send support of the City of Oshawa resolution to Hon. Ted Arnott, Prime Minister Trudeau, Premier Ford, and all Ontario Municipalities.**

**CARRIED**

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,  
Courtenay Hoytfox  
Deputy Clerk



File: A-2100

June 26, 2020

**DELIVERED BY EMAIL**

The Right Honourable Justin Trudeau,  
Prime Minister of Canada  
Email: justin.trudeau@parl.gc.ca

The Honourable Doug Ford,  
Premier of Ontario  
Email: premier@ontario.ca

Re: COVID-19 Funding

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Oshawa City Council considered the above matter at its meeting of June 22, 2020 and adopted the following recommendation:

“Whereas on March 11, 2020, the World Health Organization and the Canadian Government declared COVID-19 a global pandemic; and,

Whereas on March 12, Ontario ordered schools closed and by March 17, began a more extensive shut down; and,

Whereas the pandemic has led to the closure of public spaces and the cancellation of events around the world throughout the country our province and right here within our own community, causing great stress on the arts sector; and,

Whereas local cultural organizations such as the Oshawa Folk Arts Council representing over 13 member clubs and organizations, as well as the many local service groups such as the Oshawa Rotary Club, have all been forced to cancel major events (i.e. Fiesta Week; Rib Fest; etc.) which historically contribute in large part to the fundraising and operational financing efforts of these sociocultural entities; and,

Whereas the Government of Canada and the Province of Ontario have committed they through the Canada Council for the Arts will continue to work with the Government of Canada, as well as provincial, territorial, and municipal partners, to ensure the strength of the sector; and,

Whereas at present, the Canada Council's for the arts priorities as are our collective governing priorities are to ensure the health and safety of people across Canada and around the world and to work towards the sustainability and recoverability of the arts sector; and,

Whereas a significant period has past without further indication as to what tools, funding measures, or financial support our local social cultural, service clubs, and children/youth minor sporting originations can readily access to help support their operating costs and programming,

Therefore be it resolved:

1. That the Federal, Provincial, and Regional Government help local municipalities assist their local social cultural, service clubs, and children/youth minor sporting originations with clear and definitive relief funding programs directed to help sustain the afore mention groups through these trying times inflected on them by the affects of COVID-19; and,
2. That a copy of this resolution be sent to the Prime Minister of Canada, the Premier of Ontario, all Ontario Municipalities, all Members of Provincial Parliament, all Members of Parliament and Association of Municipalities of Ontario and Federation of Canadian Municipalities."

Oshawa City Council respectfully requests your consideration of the above noted matters.

If you need further assistance concerning this matter, please contact Ron Diskey, Commissioner, Community Services Department at the address listed on Page 1 or by telephone at 905-436-3311.



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Mary Medeiros  
City Clerk

/fb

- c. Association of Municipalities of Ontario  
Federation of Canadian Municipalities  
Members of Parliament and Members of Provincial Parliament  
Ontario Municipalities

**Pilon, Janet**

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**Subject:** 325 highway #8, file # UHOPA-20-005 and #ZAC-20-010

**From:** John giangregorio

**Sent:** September 7, 2020 10:13 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** 325 highway #8, file # UHOPA-20-005 and #ZAC-20-010

To members of the planning committee:

I am a senior and a resident living near the proposed site of the building. I am firmly opposed to the applicants proposal to build an 11 storey building next door.

Such a large structure at 148 units, will significant add to the already high traffic area around the Clarion NH. Moreover, with only 145 parking spots made available on site there will certainly be an overflow of cars parked on side streets.

For those of us who reside in the building (319 Highway) next to the proposed site, those living on the west side of the building will forever lose the only sun that enters their home. Our mental health is dependent on having access to the sun.

I ask the committee, that as a resident in this community that you consider the impact that such a colossal structure will have on our community, our safety, and the health and well being of our seniors. I ask that you reject the proposal for an 11 storey building.

Sincerely,  
Home owner

## 4.14 (b)

LETTER FOR (FILE NO. UHOPA-20-005) (FILE NO. ZAC-20-010)

My name is Ray Magill, and I live in a 7 floor high rise Condominium right next door to the LJM site in question at 325 Highway #8. While we are dealing with these two new current Amendments, we should also not forget how we got to this point. This Builder (LJM DEVELOPMENTS) first asked for similar Amendments in 2016, where it started with a 9 story request and ended in a 6 story approval. It was made very clear to this Builder then that his initial request did not meet the height and density requirements for this Neighbourhood. Fast forward to 2017 with a big OPEN HOUSE, tents and balloons galore giving a sense of success and a promising future. While the on-site Realtor Office was open for close to 2 years from that day, sales did not meet desires and the Builder now had a new sense of failure in regards to his Condominium development and looked at coming back with a 9 to 12 storey application – June 2019. I do not believe this action proved that a 6 storey Condominium at this location is **not feasible**, it only proved that this Builders vision and marketing strategy was a failure. So who pays the price ?? Well the individuals who accepted his vision and promises and purchased Units are the first casualties. The next casualty is the neighbourhood around this site and the people who live in it ( of which I am one ) because we have to go thru this process all over again. We said our peace then and the City listened 4 years ago when the original applications for AMENDMENTS was turned down because of height and density issues. So I ask this question: Why are we wasting our time with this Builder again – show me what has changed in this neighbourhood in the last 4 years which would enhance a request for more height and more Units. The answer is NOTHING ! So if everyone did their job right 4 years ago, the answer is very easy this time – NO.

Dear Mayor Eisenberger, Council Members, Mr. Tehrani

Thank you in advance for taking the time to familiarize yourself with some of the possible legal implications and liability issues 5G could have on the City and its representatives, as well as citizens and environmental harms.

5G is not just about technology, it's also about biology and misdirected authority. The consultation and informed consent has been taken away from the citizens and the City. Industry clearly has not undertaken measures to inform either the public at large or the City about all of 5G's implications.

The telecom industry has not performed any safety testing, is denied liability insurance, therefore is self-insured per single occurrence only and the Federal governments' guidelines (not laws) are outdated with no safety testing for millimeter waves.

Canada and Ontarians are falling behind the many other nations/cities who have enacted restrictions and moratoriums on 5G placements and deployment, many using the Precautionary Approach.

A moratorium would give the City time to have many questions answered and ensure the safety of residents, and limit possible liabilities.

5G entails many aspects, I've tried to streamline them as much as possible, however I've omitted volumes of research and data.

Should you wish to have only a very quick overview, please watch the below two videos, which total less than 12 minutes with ex Microsoft President/CEO Frank Clegg who left the industry pursuing citizen safety and industry fairness and accountability.

I respectfully, and pleadingly ask that you consider enacting a moratorium as soon as possible stopping any further tower/small cell placements, deployment and contracting of such.

I'm available either through email or cell phone and welcome any questions or comments that you may have. If for any reason you can't open any lincs, I'd be happy to send them or this entire briefing to you via email for ease of navigation.

Respectfully,

Monica Nikopoulos, Stoney Creek  
ROHP, CNCP



**April 2020 News video**

**2:50min**

[https://www.youtube.com/watch?v=Z-3-0Of6KmU&fbclid=IwAR3\\_431XB0wjU-YRwj9NYR3InXGSBPNx0TnY9gmWKIBzB9Rz1Ygx02NMqDU](https://www.youtube.com/watch?v=Z-3-0Of6KmU&fbclid=IwAR3_431XB0wjU-YRwj9NYR3InXGSBPNx0TnY9gmWKIBzB9Rz1Ygx02NMqDU)

**Frank Clegg, Microsoft past President/CEO May 2020, 5G Appeal and moratorium**

**8:42min**

[https://www.youtube.com/watch?v=xW7BbztmuYg&feature=emb\\_share&fbclid=IwAR1Rsd9d1qXJJohsK8IHwsSiok8Wa-LSIbSZOqjDPvzskqZLjBSztb29as](https://www.youtube.com/watch?v=xW7BbztmuYg&feature=emb_share&fbclid=IwAR1Rsd9d1qXJJohsK8IHwsSiok8Wa-LSIbSZOqjDPvzskqZLjBSztb29as)

Canada's first 5G network expands to 18 cities in Ontario | Venture, Sept 1, 2020

[https://dailyhive.com/toronto/canadas-first-5g-network-expands-18-cities-ontario?fbclid=IwAR0nDImBmFjIQcp\\_EdMFpkmouZHHKU8niOYAU7M2kzvp\\_gZVF0t02Syuz-U](https://dailyhive.com/toronto/canadas-first-5g-network-expands-18-cities-ontario?fbclid=IwAR0nDImBmFjIQcp_EdMFpkmouZHHKU8niOYAU7M2kzvp_gZVF0t02Syuz-U)



# 5G OVERVIEW

## WHAT

- 5<sup>th</sup> Generation of wireless Internet of Things (IOT)
- will connect wireless phones, smart watches, appliances, cars, smart meters, medical records, banking and finances etc.
- thousands of satellites are being deployed, millions of cell towers erected, millions of small cell residential boxes (cereal box sized) placed 100-200m apart on lamp, traffic and hydro poles, on buildings, disguised as city furniture, trees, décor, etc.
- 5G is in addition to 2,3,4G existing wired fibre optic connections, it is not replacing previous versions
- promises to deliver lightning speed connections and downloads
- currently used- non ionizing radiation- 1,2,3,4G low frequency, low energy, long waves
- ionizing – 5G is high frequency, high energy, short millimeter waves, long term untested, test sites in Canada, several areas US, globally
- uses millimeter radio frequency (RF) waves and microwaves which emit radiation similar to microwave ovens. Data is transmitted through RF waves. 2,3,4G does not use millimeter waves and does not radiate, data is transmitted through cables
- 5G RF is beam forming and travels through air, buildings, people/animals, but can suffer interference with some matters ie. trees

## WHO

- Led by the telecom industry (ie Bell, Telus, Rogers) accountable to shareholders from billion dollar industry to trillion dollar industry in economic activity.
- industry has not done safety testing for 5G
- are self monitoring for RF limits/exposures
- are in the business for promoting a product meeting existing guidelines
- makes profit by collecting and selling data
- Canada and US have very similar guidelines and policies/mandates
- US FCC (Federal Communications Committee) is industry regulator. ISED (Innovation, Science and Economic Development Canada (Industry Canada)) is Canada's equivalent to FCC
- Health Canada sets standards/guidelines for Safety Code 6 (SC-6, 1929, 1978), it is not law, they do not ensure RF limits are monitored, has not done safety testing for 5G, only industry lead hypothetical safety studies in labs
- ISED relies on and enforces SC-6, regulates wireless communication equipment and antenna installations. They do not ensure RF limits are monitored
- CWTA (Cdn Wireless Telecommunications Assn) is industry's lobby group
- Tom Wheeler, Chair US FCC ( industry regulator) stated that economic gain is preferable to waiting for testing and standards. The FCC also stands to gain billions from telecom industry [1a]
- Insurance industry deems telecom risks unacceptable therefore industry is self insured per single occurrence

# CITY CONCERNS

## GOVERNMENT / INDUSTRY POLICYS

## CONCERNS

<p>1) Industry dictates to City tower and small cell placements on public property, thousands placed in residential areas. Small Cells can be placed every 100-200m distance immediately outside of homes. Industry will not accept possible health risks as cause for denial of tower/cell placements.</p> <p>2) Some central cell boxes are heavy and could pose hazards during wind, snow, ice storms by falling on people/property, insufficient fall zones around street lights</p> <p>4) can increase cell tower height up to 25% through Antenna Siting Procedure [4] -up to 24% tower height increase requires no public consultation/informed consent</p> <p>5) no public consultation/notification for less than 15m height exemption</p> <p>6) Industry relies on Safety Code 6 (SC-6) for safety guidelines, no limits on non-thermal effects, outdated data stating tissue damage doesn't occur unless tissue heating is evident [5]</p>	<p>1) no public consultation, no informed consent, no disclosure on health risks, devalued homes, EHS persons discrimination -excessive noise from cooling the ancillary equipment (up to 28 cubic feet) for each antenna would disturb residents, devalue homes, decrease quality of life -Cell towers in residential areas could create liability issues for peoples with EHS (Electro Hyper Sensitivity, W.H.O. Recognized disability) as "the Canadian Human Rights Commission recognizes EHS and states those living with environmental sensitivities are entitled to the protection of the Canadian Humans Rights Act, which prohibits discrimination on the basis of disability." [1] - could the City be liable for not ensuring protection of vulnerable persons? - if persons become disabled and cannot work and cannot afford to relocate, is the City prepared to handle an influx of disability related medical demands and unproductive members of community? [2] - what safety precautions will workers near antennas/small cells have? Ie firefighters [3] - Red flag warning if industry denies dialogue regarding placements due to health concerns when industry has not proven its' safety [6a]</p> <p>2) personal safety risk, property damage, per event occurrence may not adequately cover risks -is City liable if industry does not have adequate coverage? See 10)</p> <p>4) no public consultation, no informed consent, devalued homes, no disclosure on health risks, EHS persons discrimination. Industry cannot be relied upon to adequately disclose to residents any potential health risks, devalued homes. Residents consulted up to 3 times height of tower only, therefore many residents in neighborhood would not receive notification but would be greatly impacted</p> <p>5) no public consultation, no informed consent, devalued homes, no disclosure on health risks, EHS persons discrimination</p> <p>6) SC-6 (1978) [6] created by Health Canada with minimal updates, is outdated by today's technologies, does not include mm waves. Health Canada and FCC have not done any real life testing and falsely assumes no harm from non-thermal effects. [6] [6a] Wifi doesn't heat tissue, but harmful measured effects are documented. Similar if you were to heat a chicken pot pie in the microwave. The outer crust can be cool (like non-thermal tissue heating) but the inside of the pie is hot. This is because the radiation heats up moist matter faster than dry matter. The thermal testing done for SC-6 were not full body effects, only localized derma. Thousands of current research/scientists/nations have proven with weighted evidence that non thermal heating is very harmful but industry chooses to ignore data. Health Canada also retracted safety claims for asbestos, cigarette smoking, BPA, flame retardants, mercury, lead, thalidomide, urea formaldehyde insulation. May 31, 2011 WHO / IARC (World Health Organization/International Agency for Research on Cancer) classified radio frequency electromagnetic fields as possibly carcinogenic to humans 2B carcinogen (same category as lead, DDT, HIV) [7]</p>
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# CITY CONCERNS

## GOVERNMENT / INDUSTRY POLICYS

## CONCERNS

7) SC-6 states "While Health Canada recommends limits for safe human exposure, Health Canada does not regulate the general public's exposure to electromagnetic RF energy."  
"...these limits to provide *significant level of protection for the general public*"

7) Health Canada does not state anywhere that 5G RF are harmless, especially with high frequency, high load data including millimeter (mm) waves. Real life simulations increase pulse activations that can result in exponentially increased negative cellular damage. SC-6 does not include millimeter waves, nor has been tested humans for RF exposure or for mm waves. Health Canada does not have the software to do proper studies. [8]

-SC-6 is exempt from Federal liabilities.

-Industry also avoids wording that could imply any possible liabilities. European 5G tests showed directional systems of some wildlife severely compromised. Birds flew into objects, bees could not return to their hives resulting in death, spontaneous bird and insects deaths. [9,10,11]

- no public consultation, no informed consent to be radiated omnipresent 24/7, not informed about documented harmful health effects (comparable to tobacco industry law suits), no consent for data collection/privacy invasion, EHS persons discrimination

**-The City may be held liable for not doing due diligence by blindly consenting to industry's mandates/technological upgrades by not contesting it and not representing/advocating for the safety and well being of the citizens, using the Precautionary Principal. City representatives, as persons of trust may also be held personally liable under UCC (Universal Commercial Code).**

Precautionary principle states that, in cases of serious or irreversible threats to the health of humans or ecosystems, acknowledged scientific uncertainty should not be used as a reason to postpone preventive measures. [12]

**Criminal Code of Canada:** Section 19: "Ignorance of the law by a person who commits an offense, is not an excuse for committing that offense" (This also applies when you're just "following orders".)

265(1) A person commits an assault when (a) without the consent of another person, he applies force intentionally to that other person, directly or indirectly; (b) he attempts or threatens, by an act or a gesture, to apply force to another person, if he has, or causes that other person to believe on reasonable grounds that he has, present ability to effect his purpose; or (c)....

Sec. 2. In this Act, "bodily harm" means any hurt or injury to a person that interferes with the health or comfort of the person and that is more than merely transient or trifling in nature;

265(1) A person commits an assault when (a) without the consent of another person, he applies force intentionally to that other person, directly or indirectly; (b) he attempts or threatens, by an act or a gesture, to apply force to another person, if he has, or causes that other person to believe on reasonable grounds that he has, present ability to effect his purpose; or (c) while openly wearing or carrying a weapon or an imitation thereof, he accosts or impedes another person or begs.

265(3) For the purposes of this section, no consent is obtained where the complainant submits or does not resist by reason of (a) the application of force to the complainant or to a person other than the complainant; (b) threats or fear of the application of force to the complainant or to a person other than the complainant; (c) fraud; or (d) the exercise of authority. [13]

221 Causing Bodily Harm by Criminal Negligence [13a]

-The idea of informed consent has been universally accepted and now constitutes Article 7 of the United Nations' International Covenant on Civil and Political Rights. It also served as the basis for International Ethical Guidelines for Biomedical Research Involving Human Subjects proposed by the World Health Organization.

**International Nuremberg Code:** 1) The voluntary consent of the human subject is absolutely essential

4) The experiment should be so conducted as to avoid all unnecessary physical and mental suffering and injury. 5) No experiment should be conducted where there is an *a priori* reason to believe that death or disabling injury will occur; except, perhaps, in those experiments where the experimental physicians also serve as subjects. 6) The degree of risk to be taken should never exceed that determined by the humanitarian importance of the problem to be solved by the experiment [14]

# CITY CONCERNS

## GOVERNMENT / INDUSTRY POLICYS

## CONCERNS

8) SC-6- "While Health Canada recommends limits for safe human exposure, Health Canada does not regulate the general public's exposure to electromagnetic RF energy." "...these limits to provide *significant level of protection for the general public*" "the onus is on the control of the RF energy emitting source, to ensure that in any 6-minute time averaging period, the exposure limits will not be exceeded" [16]

9) SC-6 "Canada's limits are consistent with the science-based standards used in other parts of the world (eg including the United States, European Union, Japan, Australia and New Zealand)"

10) Industry is denied liability insurance therefore is self insured for single occurrences only. They are denied insurance for health related issues.  
Units require cooling equipment to avoid overheating

11) Promises to deliver faster networking, better connectivity, faster download speeds.

12) municipal trees will be cut down as they can interfere with radio wave reception

8) RF is used by the military for crowd control by "turning up" the power to produce burning skin and eyes. 5G is banned in Russia as it's considered a bio weapon (research paper 1977) [15]  
-can be used for citizen surveillance during lock downs and martial law  
-can be controlled via satellites by other nations as form of warfare to control opposing nations  
-can the industry and City ensure residents that all towers and small cells are regularly monitored and no excessive RF limits will be reached, especially with global hacking being an issue. Some residents have RF meters which show tissue damaging levels in some locations with the current 4G which is not millimeter wave producing.

9) SC-6 (1929,1978) [18] by Health Canada is outdated and, does not include mm waves, no testing done except for hypothetical lab simulations with 6 minute time averaging exposure.  
-Many countries and cities (ie Niagara Falls [17]) have enacted 5G restrictions and moratoriums. China, Russia, and parts of Italy and Switzerland have guidelines that are 50 times safer than Canada's, some are 100 times safer.  
-Many nations include specific restrictions regarding children, near schools, playgrounds, hospitals, nursing homes, banned wifi in schools/daycare, some countries have banned children under 2 using a phone. Lawsuits globally are taking place from RF harms caused to human health. [18,19,20]  
- can the City handle the predicted influx of autism, cataracts, dermatitis, heart attacks, dementia, depression, chronic fatigue patients and increase in disability cases?

10) Should a unit overheat/explode/catch fire and cause injury to a car, a house and a person simultaneously, industry's insurance would not cover all three occurrences. Does the industry have adequate insurance? -would the city be liable in any way if the industry's insurance isn't adequate?  
- what assurance do citizens/City have should a power surge occur and cause wide spread damage to homes, electrical appliances, phones, computers because of penetrating millimeter wave beams?

11) These claims are proven false. Wired is 100 times faster, uses 3.5-10 times less power with less strain on the electrical grid thus less costly and more green, is more maintenance free, is more reliable and most infrastructure is already in place utilizing 4G. [21] The Institute for Electrical and Electronics Engineers (IEEE) indicates, "Wireless technologies will continue to consume at least 10 times more power than wired technologies when providing comparable access rates and traffic volumes." Rural wired investments should be considered for wider coverage as 5G RF pose extreme fire risks in fields/forests. [22] There are small mobile palm sized wifi booster devices available for the home eliminated the need for RF externally. Bell Canada's website states "Bell's 5G is backed by fibre, the world's best network technology. This allows for a faster and more reliable network"..... "providing the best foundation for 5G." [23]  
-Industry neglects to detail data security vulnerabilities. Because millimeter RF waves are used, it's similar to turning on the radio. But it would be our data that would be airing. Current cabled networks are much less prone to hacking. 5G RF waves unsecure all private and corporate data, cell phone conversations and texts, medical records, banking transactions, retail purchases, appliance usage, smart cars. How will the City ensure citizens data is secure?

12) trees are required for air quality, reducing city heat, required for insects/birds for foliage and vegetable proliferation both urban and rural. 5G is shown to dry out foliage inducing fire hazards both urban and rural. Residential areas will look barren and unappealing decreasing property values [24,24a]

## MORATORIUM SUGGESTIONS / EXAMPLES

A moratorium would give the City time to have many questions answered and ensure the safety of residents, and limit possible legal liabilities.

He who is silent, when he ought to have spoken and was able to, is taken to agree. Contract Law may offer some additional assistance to the City as the law demands that the consent of the party be both free and informed [30]. Industry clearly has not undertaken measures to inform either the public at large or the City of all of 5G's implications.

As already mentioned, many nations and cities globally are placing restrictions and moratoriums on 5G, cell tower and small cell placements and regaining their City's authority and decision making. Since 5G is installed on public property, the public/City should have a voice in placements and regulations and not the industry. It should not be up to the public to prove it is unsafe but it is the industry's responsibility to prove it is safe before installation, failure to do so is unlawful.

The wording and reasons for a moratorium are many, some examples are citing no public informed consultations and consent, workers near RF emitters cannot be adequately protected, unclear liability issues which may fall onto the City, insufficient studies to ensure no undue expenses to City/infrastructures/health care system, conflicting data to ensure public safety, data security, Criminal & Nuremberg Codes, liability issues to City and it's representatives personally.

Even if industry is in the processes and motions of erecting towers/cells etc, the City can still have work stopped immediately. Contract Law in Canada states "No one can be held to a promise involuntarily made. When consent is given by error, under physical or moral duress, or as a result of fraudulent practises, the contract may be declared null and void at the request of the aggrieved party. In certain types of contractual relationship, the law demands that the consent of the party be both free and informed." [30]

### **Some examples of inclusions for moratoriums are:**

1. It is critical that all levels of Government [26]

Acknowledge that current assumptions about the safety of electromagnetic radiation (EMR) are outdated and must be revised.  
Offer protection and choice for electrosensitive individuals and children who are exposed to EMR in their homes and schools.

2. Health Canada must overhaul its process for updating Safety Code 6.

Implement the recommendations of the House of Commons, Standing Committee on Health 2010 Report.

Provide full disclosure for all information regarding all studies and documents reviewed, included and excluded; funding of all participants.

Update all analysis/guidelines to keep pace with the rapid acceleration of technology.

3. Industry Canada must update CPC-2-0-03 Radiocommunication and Broadcasting Antenna Systems.

Eliminate exemption guidelines and notify residents of all new cell towers or antennae planned in their community.

Consultation must include all issues of concern to the public

Some real authority needs to rest with local land use authorities

As technology advances and becomes a bigger part of our lives, Canadians' exposure to electromagnetic radiation (EMR) from sources like cell phones, wi-fi, cordless phones and cell towers is growing exponentially. Unfortunately, there is no proof that EMR emissions are safe. More and more studies are emerging that suggest non-ionizing radiation is actually biologically harmful and that chronic long-term exposure can lead to cumulative damage. In addition, studies in Israel and Brazil have linked long term exposure to cell towers with an increase in cancer.

## MORATORIUM SUGGESTIONS / EXAMPLES con't...

### Suggestions to Niagara Falls from C4st.org delegation [27]

1. Provide public education as to safer options and use of digital devices.
2. To ensure that Public Health is being protected, collect data and report back to the public anonymized details of adverse effects of wireless installations. Establish a hotline and/or website for the public to report.  
Recognize potential for and limit liability
3. Require proof of liability insurance against harmful effects of the RFR on health, from all telecommunications companies deploying wireless technologies in the jurisdiction.
4. Require public notice and consultation for all wireless antennae deployment, including on smaller poles (that are closer to people), or in the vicinity of schools/daycares, until there is further information and study of health and environmental effects. **Should Council be over-ruled, this will be on the public record and be relevant regarding liability in the event of harms attributed to this radiation.**
5. **Raise this issue with the Federation of Canadian Municipalities, and seek review of the agreement with the Canadian Wireless Telecommunications Association.**
6. Question the true need for further wireless infrastructure, and whether fibre options are maximized. Fibre optic and wired connectivity is safer, faster, more secure and resilient, and is more climate-friendly because it entails lower greenhouse gases.
7. Should the City lease space on poles for antennae, this agreement should be audited to determine the fraction of real costs that are recouped or subsidized
8. **We encourage that any contract or lease agreement be renewed on an annual basis.** Thus if we learn, for example, that people are becoming ill or that birds are dying or that there are any adverse biological/heath effects, the antennas can be removed legally and in a timely fashion.
9. **Place a moratorium on the installation of small cell antennae on city owned property until Safety Code 6 is update using the international standards of scientific review**

### Guelph Calls for Moratorium: [28]

That the City of Guelph calls upon the Minister of Industry not to approve any new radio communications facilities within the City of Guelph until the review of Safety Code 6 is completed.

That the City of Guelph's resolution be forwarded to the Federation of Canadian Municipalities (FCM), Association of Municipalities of Ontario (AMO), the Prime Minister of Canada and Cabinet, and all Members of Parliament.

### Niagara Falls Moratorium, June 2020 [29]

The report recommends for the information of Council.

ORDERED on the motion of Councillor Lori Lococo, Seconded by CouncillorCarolynn Ioannoni that the City of Niagara Falls request the Federal Government to review:

- the necessity for municipal consultation of 5G placement of antennas and towers through the Antenna Tower Siting Procedure.
- the removal of the up to 25% increase of height exemption of Existing Antenna Systems, which would allow for consultation.
- the removal of the less than 15 metres height exemption for New Antenna Systems, which would allow for consultation.
- the removal of the Non-Tower Structures exemption (antennas on buildings, water towers, lamp posts, etc), which would allow for consultation.

Carried Unanimously

## MORATORIUM SUGGESTIONS / EXAMPLES con't...

**TEMPLATE RESOLUTION:** CALL ON THE GOVERNMENT OF CANADA TO STOP THE ROLL-OUT OF 5G NETWORKS AND ENSURE THAT THE FIBRE-OPTIC NETWORK IS AVAILABLE TO ALL CANADIANS  
[http://cqlpe.ca/pdf/Model\\_Resolution.pdf](http://cqlpe.ca/pdf/Model_Resolution.pdf)

### **HESA 2015 12 RECOMMENDATIONS FOR CITIES**

RADIOFREQUENCY ELECTROMAGNETIC RADIATION AND THE HEALTH OF CANADIANS

Report of the Standing Committee on Health, June 2015

[http://www.c4st.org/images/hesa-2015/412\\_HESA\\_Rpt13-e.pdf](http://www.c4st.org/images/hesa-2015/412_HESA_Rpt13-e.pdf)

**REQUEST FOR MORATORIUM TO ISED** on the issuance of new licenses

Canada Gazette, Part I, June, 2017, "Consultation on Releasing Millimetre Wave Spectrum to Support 5G", notice

<http://c4st.org/c4st-submission-to-the-industry-science-and-economic-development-ised-public-consultation-on-5g/>

## FURTHER RESEARCH

September 30, 2019, **Niagara Falls Information Session,**

-Presentation to the public by Frank Clegg, Meg Sears, Magda Havas Part 1 - 60min

<https://www.youtube.com/watch?v=rWScefg7y3c&t=2s>

What is 5G	9:06 - 13:00
Live sperm exposure, global sources	24:15 - 27:57
Crowd control/weapon	27:57 - 30:53
WHO recognizes EMR injury	31:43 - 32:41
Live blood cell WiFi	33:58 - 34:10
Tissue heating false premise	45:00 - 45:40

-Presentation to the public by Frank Clegg, Meg Sears, Magda Havas, Part 2 - 40min

<https://www.youtube.com/watch?v=hfbdu2oiik8&t=16s>

Legislation other countries	3:14 - 6:47
Wired vs wireless security/power drain	6:51 - 7:56
Industry strategies	7:57 - 15:36
Q & A -5G test- birds falling out of sky	25:28 - 26:06
- 24/7exposure	28:20 - 30:18

Aug 6, 2020 News Article: **700-plus Medical and Scientific Professionals Urge the FCC to Hold Off Approving Spectrum for 5G**

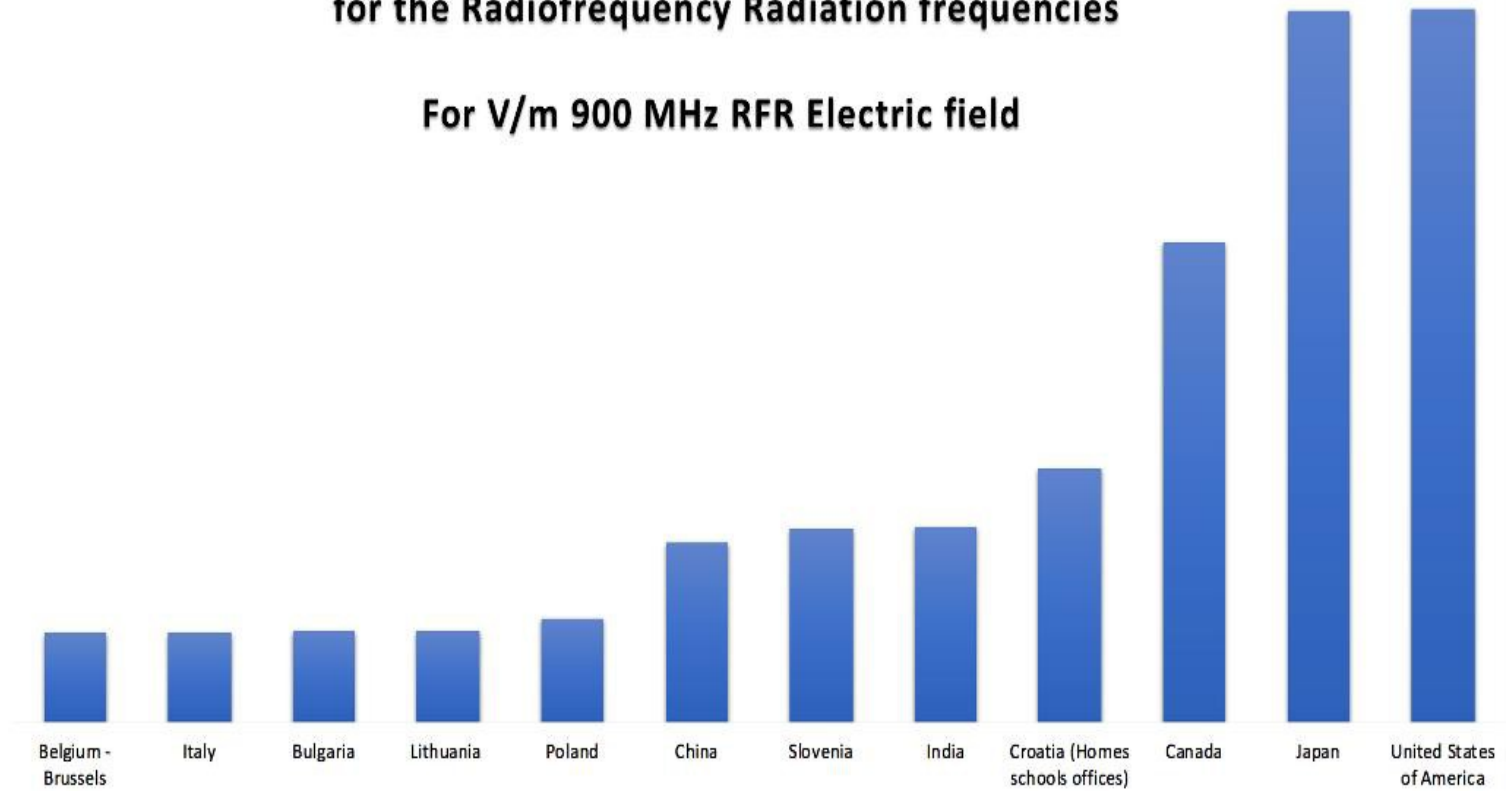
<https://verocommunique.com/2020/08/06/700-plus-medical-and-scientific-professionals-urge-the-fcc-to-hold-off-approving-spectrum-for-5g/>

<http://c4st.org/5gappeal/>

<https://ehtrust.org/international-actions-to-halt-and-delay-5g/>

## Comparison of Selected Countries Permissible Limits for the Radiofrequency Radiation frequencies

For V/m 900 MHz RFR Electric field





## REFERENCES

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- [2] <http://c4st.org/ontario-doctors-warn-of-rising-health-care-costs-after-5g-roll-out/>
- [3] <https://ehtrust.org/firefighter-unions-opposing-cell-towers/>
- [4] <https://www.hamilton.ca/develop-property/policies-guidelines/telecommunication-tower-and-antenna-protocol#:~:text=The%20Telecommunication%20Tower%20and%20Antenna%20Protocol%20%28PDF%2C%20829.providers%20with%20the%20municipality%20as%20early%20in%20>
- [5] <https://www.canada.ca/en/health-canada/services/environmental-workplace-health/reports-publications/radiation/fact-sheet-what-safety-code-6.html>
- [6] <https://www.youtube.com/watch?v=rWScefg7y3c&t=2s> 32:56-34:08min
- [6a] <https://www.bing.com/videos/search?pc=COSE&ptag=N7110D061420AE42C24DC82&conlogo=CT2174808&q=blumenthal+fcc+and+fda+5g+safety+video&ru=%2fsearch%3fpc%3dCOSE%26ptag%3dN7110D061420AE42C24DC82%26form%3dCONMHP%26conlogo%3dCT2174808%26q%3dblumenthal%2bfcc%2band%2bfda%2b5g%2bsafety%2bvideo&view=detail&mmscn=vwrc&mid=60BF25C96F1559F7A56160BF25C96F1559F7A561&FORM=WRVORC>
- [7] <https://monographs.iarc.fr/agents-classified-by-the-iarc/>
- [8] <https://www.youtube.com/watch?v=hfbdu2oiik8&t=16s> 9:50-10:09min
- [9] <https://www.europeareloaded.com/hundreds-of-birds-dead-during-5g-experiment-in-the-hague-the-netherlands/>
- [10] <https://macdailynews.com/2019/08/02/hundreds-of-bees-drop-dead-around-5g-towers-in-california/>
- [11] <https://ehtrust.org/key-issues/cell-phoneswireless/5g-internet-everything/20-quick-facts-what-you-need-to-know-about-5g-wireless-and-small-cells/>
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- [13a] <http://www.criminal-code.ca/criminal-code-of-canada-section-221-causing-bodily-harm-by-criminal-negligence/index.html>
- [14] [https://en.wikipedia.org/wiki/Nuremberg\\_Code#:~:text=The%20Nuremberg%20Code%20%28%20German%3A%20N%C3%BCmberger%20Kodex%29%20is,the%20end%20of%20the%20Second%20World%20War%20.](https://en.wikipedia.org/wiki/Nuremberg_Code#:~:text=The%20Nuremberg%20Code%20%28%20German%3A%20N%C3%BCmberger%20Kodex%29%20is,the%20end%20of%20the%20Second%20World%20War%20.)
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- [23] [https://www.bell.ca/Mobility/Our\\_network/5G#:~:text=Bell%E2%80%99s%205G%20is%20backed%20by%20fibre%2C%20the%20world%E2%80%99s,kilometres%20%E2%80%93%20providing%20the%20best%20foundation%20for%205G.](https://www.bell.ca/Mobility/Our_network/5G#:~:text=Bell%E2%80%99s%205G%20is%20backed%20by%20fibre%2C%20the%20world%E2%80%99s,kilometres%20%E2%80%93%20providing%20the%20best%20foundation%20for%205G.)
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<https://citizensforaradiationfreecommunity.org/5g-blocked-due-to-health-and-privacy-issues/>

<https://www.saferemr.com/>

**Pilon, Janet**

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**Subject:** Stop Illicit Cannabis Grow Ops

**From:** Debbie France

**Sent:** September 9, 2020 4:37 PM

**To:** clerk@hamilton

**Subject:** Stop Illicit Cannabis Grow Ops

Attention Mayor and Councillors of the City of Hamilton. Kindly take note of the information beneath and include it for discussion regarding issues of Cannabis across our province.

Thank you kindly

Debbie France

Stop Illicit Cannabis Grow Ops

This email is being sent to all municipalities in Ontario who are being unjustly impacted by the outbreak in cannabis grow operations that choose not to follow municipal bylaws and regulations.

These grow operations are surging throughout Ontario exposing residents to personal safety and health risks.

**THE ASK...**We are requesting municipalities to join together and place this at the top of our Provincial and Federal Governments "must urgently fix" list. All levels of government need to be involved in developing a standardized and enforceable solution.

### **What has caused the problem?**

Loopholes in cannabis legislation

Loophole after loophole in cannabis legislation continues to be exploited. The legalization of cannabis was meant to keep cannabis from our youth and to get it off the black market. According to law enforcement, legislation has had the opposite effect. It has allowed organized crime to gain an even stronger foothold.

### **Why work together with other municipalities?**

Residents are suffering from the unintended consequences of some of the components of cannabis legislation.

- According to police, there is a threat to community safety. Guns have been seized at raids. Profits have been known to fund other crimes such as methamphetamine labs and cannabis can be used as currency to trade for cocaine and guns coming from United States. Organized crime has found a way to be comfortably sheltered within existing cannabis laws.
- Obnoxious skunk-like odours are adversely impacting the health and well being of residents.
- Risks to drinking water supply and contamination.
- Light and noise pollution.
- Greenhouses and other facilities that could be used for more legitimate job creating purposes are often being used for illicit cannabis production.
- Residents are afraid to voice their concerns in public as they fear the criminal element.
- Many cannabis operations are operating without the required municipal permits, required set-backs and in areas not municipally zoned for cannabis operations.
- A standardized and enforceable solution will significantly reduce many of the costs municipalities are currently facing.

Over the last few weeks, I have fielded phone calls and emails from residents of Norfolk County and across the province who live in municipalities attempting to control the outbreak. The municipalities all appear to be going to great lengths to help their impacted residents but the common response from everyone is that there isn't an immediate enforceable solution.

**In developing a solution, it is important to consider the contributing factors to this problem**

- It appears as though many cannabis producers are boldly going forward with their operation without regard for municipal regulations believing they can potentially hide behind the Ministry of Agriculture, Right to Farm legislation that was established to protect farmers who feed our country.
- Far too often, cannabis operations disregard compliance to local bylaws and zoning regulations. Court cases often take years.
- Many cannabis operations are difficult to monitor and are improperly regulated.
- There doesn't seem to be a cannabis tracking system in place for the vast majority of these operations. Where is the cannabis going?
- The secluded locations of these growers make it challenging for enforcement.
- Police raids have revealed that many of these operations are growing beyond their allowable plant limits.
- When the national cannabis prescription average is 2 grams per day as of March 2020 one has to question why the College of Physicians and Surgeons are not questioning or investigating prescriptions as high as 100-150 grams per day.

The purpose of the Cannabis Act was to displace the illicit market but it has actually given it a banner to flourish under a legal license.

Unfortunately, our government put us in this position. It's long overdue for our Ministers of Municipal Affairs and Housing, Health, Agriculture and Justice to place the personal safety and health of residents first.

**What should a solution involve?**

- Change in Federal and Provincial legislation and/or regulation is required to eliminate the loopholes that the criminal element has taken advantage of.
- Delegation of inspection authority to local municipalities would allow for fire, health and building inspections. Law enforcement would continue to have authority of plant count and the validity of operational authenticity.

There is strength and leverage in numbers. Join together with other municipalities and demand an enforceable solution from our Ministers.

Thanks kindly,  
Debbie France

## Cannabis Reference Material

### Table of contents

- 1) General knowledge
- 2) Cannabis land use reports
- 3) Municipalities not permitting Cannabis grow ops on Agricultural lands
- 4) Municipal Panel & Roundtable Discussion with Local & Provincial Law Enforcement
- 5) Police Intervention - Massive illegal cannabis operation shut down
- 6) Police Intervention - Cannabis production allegedly fueling synthetic drug production labs
- 7) Police Intervention – raids involving production exceeding limits
- 8) Police Intervention - raids at the US/Canada border
- 9) Federal MP's who are actively requesting Health Canada to solve Cannabis issue
- 10) Municipal guide to Cannabis legislation (by FCM)
- 11) The final report of the task force on Cannabis legalization and regulation
- 12) Municipalities who have refused requests for exceptions to bylaws
- 13) Court cases - Bylaw violation
- 14) Nuisance bylaw amendment - Cannabis Odour
- 15) Municipalities that have requested assistance from Province

**Note:** The list of links in this document is a small representation of information mostly connected to news articles that show there are significant issues connected to Marijuana Cultivation in Agricultural areas throughout the Province of Ontario. We encourage anyone viewing this document to search and reach out in their municipality to discover how the issues are unfolding in the Municipality they call home. Further investigation is likely to uncover similar issues in areas throughout the Province of Ontario and across the Country. We expect that further investigation is likely to uncover other elected officials who have been actively trying to find solutions for the constituents they were elected to serve. We encourage anyone viewing this information to connect with the author of the letter that accompanies this list or they can email their contact information and concerns to [debbiefrance@live.ca](mailto:debbiefrance@live.ca) and a representative of this group will reply to help address their concerns.

## Cannabis Articles

### 1) *General knowledge*

**Article:** Gaping hole in pot legislation is hitting Norfolk hard (Ontario Farmer Jan 24, 2020)  
(Perhaps best article to understand entire issue)

<https://www.ontariofarmer.com/features/gaping-hole-in-pot-legislation-is-hitting-norfolk-hard/>

**Article:** Change is in the wind (Ontario Planners June 1, 2018)  
(Outlines challenges for Municipalities from a planning perspective)

<https://ontarioplanners.ca/blog/planning-exchange/june-2018/change-is-in-the-wind>

## Cannabis Reference Material

**Article:** Stench among concerns as Bradford council hears about cannabis cultivation in Holland Marsh (Barrie Today Jun 14, 2020)

(Outlines common complaints amongst those living nearby grow ops)

<https://www.barrietoday.com/local-news/bradford-council-hears-from-public-about-cannabis-cultivation-in-holland-marsh-2433271>

**Article:** County council concerned by marijuana licences (Belleville Intelligencer June 25, 2020)

<https://www.intelligencer.ca/news/local-news/county-council-concerned-by-marijuana-licences>

### ***2) Cannabis land use reports***

**Article:** Final Land Use Study on Cannabis Production in The Town of Pelham

(Explains potential issues between Municipal By-laws & Farm & Food Protection Act relating to Cannabis) Review sections... 3.1, 3.2, 3.3, 3.5, 3.7 to understand potential issues

<https://pelham-pub.escribemeetings.com/filestream.ashx?DocumentId=21743>

### ***3) Municipalities not permitting Cannabis grow ops on agricultural lands***

**Article:** Brighton sets limits on where cannabis production facilities can locate (Northumberland news Apr 9, 2019)

<https://www.northumberlandnews.com/news-story/9274359-brighton-sets-limits-on-where-cannabis-production-facilities-can-locate/>

**Article:** Prime agricultural land no place for cannabis, Oro-Medonte coalition says (Simcoe May 31, 2020)

<https://www.simcoe.com/news-story/10001301-prime-agricultural-land-no-place-for-cannabis-oro-medonte-coalition-says/>

### ***4) Municipal Panel & Roundtable Discussion with Local & Provincial Law Enforcement***

**Article:** East Gwillimbury Cannabis Production Facilities Panel Discussion OPP & YRP discuss organized crime's active involvement in Cannabis production and the risks that it poses to residents (YouTube video)

<https://youtu.be/Oisv7MEIV14>

**Article:** Hastings-Lennox & Addington Roundtable on Illicit Cannabis Operations – Fed MP Derek Sloan

<https://www.facebook.com/watch/?v=3216967588368948&extid=jTObBPn7swAbfxrz>

### ***5) Police Intervention - Police shut down massive illegal cannabis operation, seize more than 100k plants*** (CBC News Aug 21, 2020)

**Article:** <https://www.cbc.ca/news/canada/hamilton/project-woolwich-cannabis-niagara-1.5695691>

## Cannabis Reference Material

### **6) Police Intervention - Cannabis production allegedly fueling synthetic drug production labs (Project Moon)**

**Article:** More than \$45m in drugs and cash seized as twin drug gangs dismantled in York Region  
(CP24 Aug 8, 2019)

<https://www.cp24.com/news/more-than-45m-in-drugs-and-cash-seized-as-twin-drug-gangs-dismantled-in-york-region-1.4541063>

### **7) Police Intervention – raids involving production exceeding limits**

#### **St. Catharines**

**Article:** Niagara police bust \$34m illegal cannabis operation (Global News July 1, 2020)

<https://globalnews.ca/news/7128873/niagara-illegal-cannabis-grow-op/>

#### **King Township**

**Article:** Police seize \$4.7m in illegal drugs after search of former Joe’s Garden property in King  
(York Region Oct 7, 2019)

<https://www.yorkregion.com/news-story/9633352-police-seize-4-7m-in-illegal-drugs-after-search-of-former-joe-s-garden-property-in-king/>

**Article:** 8 charged after \$400k worth of ‘excess cannabis’ found on King Township grow-op  
(CBC News Oct 2, 2018)

<https://www.cbc.ca/news/canada/toronto/eight-charged-marijuana-trafficking-cannabis-farms-york-region-1.4847114>

**Article:** Police bust marijuana grow op in King Township worth \$6.5m, seize 4,000 plants  
(CTV News Aug 3, 2018)

<https://toronto.ctvnews.ca/police-bust-marijuana-grow-op-in-king-township-worth-6-5m-seize-4-000-plants-1.4039863>

#### **Stouffville**

**Article:** Police bust cannabis grow op in excess of licence limits near Aurora  
(YorkRegion Jan 29, 2019)

<https://www.yorkregion.com/news-story/9148816-police-bust-cannabis-grow-op-in-excess-of-licence-limits-near-aurora/>

### **8) Police Intervention - Cannabis busts at US/Canada border**

**Article:** Canadian resident arrested in relation to massive cannabis bust at U.S. border  
(Global News June 16, 2020)

<https://globalnews.ca/news/7070697/canadian-involved-significant-drug-seizure-u-s-border/>

## Cannabis Reference Material

### ***9) Federal MP's mentioned in articles who are actively requesting Health Canada to solve Cannabis issue***

**Article:** MP Finley brings the issue of unlicensed large-scale marijuana producers to Parliament (Norfolk Today July 27, 2020) - **Fed MP Diane Finley**  
<https://www.norfolktoday.ca/2020/07/27/96986/>

**Article:** Stomp out cannabis criminality: Sloan (Quinte News July 2, 2020) - **Fed MP Derek Sloan**  
<https://www.quintenews.com/2020/07/02/stomp-out-cannabis-criminality-sloan/>

**Article:** 'Stinks like 10000 skunks': Tottenham residents want more potent restrictions for medical-marijuana growers (Simcoe Feb 11, 2020) - **Fed MP Terry Dowdall**  
<https://www.simcoe.com/news-story/9844540--stinks-like-10-000-skunks-tottenham-residents-want-more-potent-restrictions-for-medical-marijuana-growers/>

### ***10) Municipal guide to Cannabis legislation (by FCM)***

<https://fcm.ca/en/resources/municipal-guide-cannabis-legalization>

### ***11) The final report of the task force on Cannabis legalization and regulation***

<https://hoban.law/2017/01/the-final-report-of-the-task-force-on-cannabis-legalization-and-regulation/>

### ***12) Municipalities who have refused requests for exceptions to bylaws***

**Article:** Marijuana setback relief denied (Simcoe Reformer May 29, 2019)  
<https://www.simcoereformer.ca/news/local-news/marijuana-setback-relief-denied>

**Article:** Council officially denies the marijuana micro-cultivation facility (NewTecTimes March 6, 2020)  
<http://newtectimes.com/?p=24388>

### ***13) Court cases - Bylaw/Zoning violations***

**Article:** Cannabis producer pleads guilty to violating bylaw (Simcoe Reformer Feb 20, 2020)  
<https://www.simcoereformer.ca/news/local-news/cannabis-producer-enters-guilty-plea>

**Article:** East Gwillimbury takes medical marijuana facility to court (York Region Aug 12, 2020)  
<https://www.yorkregion.com/news-story/10134439-east-gwillimbury-takes-medical-marijuana-facility-to-court/>

## Cannabis Reference Material

### ***14) Nuisance bylaw amendment - Cannabis odour***

**Article:** Council enacts nuisance by-law addressing cannabis odour concerns  
(Bradford Today Jun 19, 2020)

<https://www.bradfordtoday.ca/local-news/council-enacts-nuisance-by-law-addressing-cannabis-odour-concerns-2441245>

**Article:** Hamilton targets large-scale personal grow operations with nuisance bylaw amendment  
(Global News Apr 23, 2020)

<https://globalnews.ca/news/6857506/city-of-hamilton-nuisance-bylaw-amendments-personal-grow-operations-cannabis/>

**Article:** Nuisance bylaw to deal with cannabis odour coming soon to Lincoln  
(Niagara This Week Aug 3, 2020)

<https://www.niagarathisweek.com/news-story/10128119-nuisance-bylaw-to-deal-with-cannabis-odour-coming-soon-to-lincoln/>

**Article:** Pelham gives stamp of approval on odour bylaw to deal with cannabis operations  
(Niagara This Week Mar 27, 2020)

<https://www.niagarathisweek.com/news-story/9918340-pelham-gives-stamp-of-approval-on-odour-bylaw-to-deal-with-cannabis-operations/>

**Article:** Niagara area town buys \$5,000 device to measure weed smell after repeated complaints from residents (Timmins Today Jul 7, 2020)

<https://www.timminstoday.com/around-ontario/ontario-niagara-area-town-buys-5000-device-to-measure-weed-smell-after-repeated-complaints-from-residents-2545977>

### ***15) Municipalities that have requested assistance from Province***

**Article:** Council supports request for more control over cannabis production in municipalities  
(Bradford Today May 22, 2020)

<https://www.bradfordtoday.ca/local-news/council-supports-request-for-more-control-over-cannabis-production-in-municipalities-2366228>





Hamilton

**MAYOR'S TASK FORCE ON ECONOMIC RECOVERY  
REPORT 20-004**

**Tuesday, August 25, 2020**

**8:30 a.m.**

**Council Chamber**

**Hamilton City Hall**

**71 Main Street West**

**Present:** Mayor F. Eisenberger  
 Councillors N. Nann; J.P. Danko  
 R. McKerlie, President of Mohawk College (Chair)  
 M. Afinec, President & COO of Business Operations, Hamilton Tiger-Cats & Forge FC  
 F. Bernstein, Executive Director, Workers Art & Heritage Centre  
 K. Duffin, President and CEO, Amity Goodwill  
 M. Ellerker, Business Manager, Hamilton-Brantford Building & Construction Trades Council (Building/Skilled Trades Sector)  
 P. Hall, Executive Director, Stoney Creek Chamber of Commerce  
 K. Jarvi, Executive Director, Downtown Hamilton BIA  
 T. Johns, Board Member, West End Home Builders' Association (Vice-Chair)  
 L. La Rocca, Director of Operations, Sonic Unyon Records  
 K. Loomis, President & CEO, Hamilton Chamber of Commerce  
 B. Lubbers, General Manager, Courtyard by Marriott  
 A. Marco, President, Hamilton & District Labour Council  
 R. McCann, Founder, Clearcable Networks  
 B. Munroe, Blacktop Recess  
 M. Patricelli, Executive Director, Flamborough Chamber of Commerce  
 C. Puckering, President and CEO, Hamilton International Airport  
 D. Spoelstra, Chair of Agriculture & Rural Affairs Committee  
 J. Travis, Executive Director Workforce Planning Hamilton  
 H. Wegiel, Director of Government and Trade Relations ArcelorMittal Dofasco  
 G. Yuyitung, Executive Director of the McMaster Industry Liaison Office

**Absent with**

**Regrets:** Councillor T. Whitehead – Personal  
 R. Brown, Manager, Westfield Heritage Village  
 E. Dunham, Owner, The Other Bird  
 T. Shattuck, Chair, Synapse Life Science Consortium, McMaster Innovation Park

**MAYOR'S TASK FORCE ON ECONOMIC RECOVERY PRESENTS REPORT 20-004  
AND RESPECTFULLY RECOMMENDS:**

**1. Correspondence from Stephanie Goulet respecting Financial Assistance  
for Independent Music Venues (Item 4.1)**

- (a) That Correspondence from Stephanie Goulet respecting Financial Assistance for Independent Music Venues, be received; and,
- (b) That Correspondence be sent to the Federal and Provincial Ministers of Finance requesting support for the Music Industry Sector and Independent Music Venues, attached hereto as Appendix "A" to Report 20-004.

**FOR INFORMATION:**

**(a) CHANGES TO THE AGENDA (Item 2)**

The Clerk advised the Task Force of the following changes to the agenda:

**ITEM WITHDRAWN:**

- 7.1 Proposed Correspondence from the Mayor's Task Force on Economic Recovery Respecting Role of Liability in the Economic Recovery (deferred from the July 30, 2020 meeting)

The Workplace and Office Working Group advised that they wished to withdraw the item as they were not able to gain consensus on wording of the letter.

The agenda for the August 25, 2020 meeting of the Mayor's Task Force on Economic Recovery, was approved, as amended.

**(b) DECLARATIONS OF INTEREST (Item 2)**

There were no declarations of interest.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 3)**

**(i) July 30, 2020 (Item 3.1)**

The Minutes of the July 30, 2020 meeting of the Mayor's Task Force on Economic Recovery, were approved, as presented.

**(d) CONSENT ITEMS (Item 5)**

**(i) Working Group Updates (Item 5.1)**

Members of the Working Groups of the Task Force provided updates on their work up to now.

The Working Group Updates were received.

**(ii) Panels and Discussions Update (Item 5.2)**

M. Anthony and J. Travis addressed the Task Force respecting two of the recent Panels that focused on the Frontline Worker Experience.

The Panels and Discussions Update was received.

**(e) GENERAL INFORMATION / OTHER BUSINESS (Item 11)**

**(i) Resources for the Members of the Mayor's Task Force on Economic Recovery Update (Item 10.1)**

Carrie Brooks-Joiner, Director, Tourism and Culture, addressed the Task Force respecting an Update on Resources for the Members of the Mayor's Task Force on Economic Recovery. Sector Participants are advised to send documents for uploading to the Resources Page to the Legislative Coordinator.

The Resources for the Members of the Mayor's Task Force on Economic Recovery Update was received.

**(f) ADJOURNMENT (Item 11)**

There being no further business, the Mayor's Task Force on Economic Recovery adjourned at 10:15 a.m.

Respectfully submitted,

Ron McKerlie, Chair  
Mayor's Task Force on Economic  
Recovery

Loren Kolar  
Legislative Coordinator  
Office of the City Clerk

## **Supporting Canada's Live Music Industry through COVID-19**

Minister Freeland and Minister Guilbeault:

Hamilton's Economic Recovery Task Force comprises multi-sectoral leadership across our community's diverse economy. The Task Force is responsible for guiding Hamilton's economic recovery in the immediate aftermath of the COVID-19 pandemic by formulating an aggressive, action-driven plan to ensure a long-term, sustainable and equitable economic recovery.

### **We are writing to you to express our concerns and provide our recommendation to support Canada's live music industry during the pandemic.**

We would like to thank the federal government for their initial efforts to support the music industry at the onset of COVID-19. Specifically, Heritage Canada's investment of \$500 million to support arts, culture and sports, along with the provision allowing artists to receive royalty payments while still qualifying for the Canada Emergency Response Benefit, were two important steps towards supporting the overall industry.

However, this taskforce has learned that the measures in place for the music industry at large fail to adequately support the live music industry specifically, which finds itself dangerously close to shuttering doors in the near future.

The live music industry in Canada accounts for 72,000 jobs, not including musical performers, and generates \$3.5 billion in economic activity, according to the Canadian Live Music Association. In Hamilton alone, the direct Gross Domestic Product from venues prior to COVID-19 was \$32.6 M with \$2.6 M coming from property taxes.

Live music venue operators have highlighted a number of pressing concerns, notably:

1. Necessary protocols surrounding social distancing, maximum crowd controls, and travel border restrictions have drastically impacted the live music industry, in Hamilton and across Canada. According to the City of Hamilton's Economic Impacts of Live Music Sector report, the operating margins for live music venues are 4%, meaning the steep reduction in capacity makes continued operations impossible.
2. The CLMA has warned that an astounding 96% of the live music venues risk closing down within a year without additional financial support from the government. The majority of live venues are unable to sustain their operations for more than six months without financial help.
3. The closure of Canadian music venues directly impacts not only their owners and employees, but a greater industry of musicians and production teams whose sole incomes rely, through touring, on the support of these venues and therefore will be significantly reduced due to decreased live performances opportunities available in Canada.

**To prevent the imminent loss of cultural infrastructure and talent, we recommend the federal government earmark additional funding for live music, through the creation of a multi-year Canadian Live Music Fund.**

Thank you for your consideration.

Sincerely,



**PLANNING COMMITTEE  
REPORT  
20-009**

**September 8, 2020  
9:30 a.m.**

**Council Chambers, Hamilton City Hall  
71 Main Street West**

**Present:** Councillors J. Farr (Chair) J.P. Danko (Vice Chair), C. Collins  
J. Partridge, M. Pearson, L. Ferguson and M. Wilson

**Absent with Regrets:** Councillor B. Johnson – Personal

**THE PLANNING COMMITTEE PRESENTS REPORT 20-009 AND RESPECTFULLY  
RECOMMENDS:**

**1. Active Official Plan Amendment, Zoning By-law Amendment and Plan of  
Subdivision Applications (PED20144) (City Wide) (Item 6.1)**

That Report PED20144 respecting Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications, be received.

**2. To Incorporate City Lands into Cormorant Road by By-Law (PED20145)  
(Ward 12) (Item 6.2)**

(a) That the following City Lands designated as Parts 1 and 2 on Plan 62R-18324, Parts 2, 3, 4, and 6 on Plan 62R-18588 and Parts 1, 2, and 3 on Plan 62R20075, as shown on Appendix "A" to Report 20145, be established as a public highway to form part of Cormorant Road;

(b) That the By-Law to incorporate the City lands to form part of Cormorant Road be prepared to the satisfaction of City Solicitor and be enacted by Council;

(c) That the General Manager of Public Works be authorized and directed to register the By-Law.

**3. Hamilton Municipal Heritage Committee Report 20-004 (Item 6.3)**

**(a) Location of the Cross of Lorraine located at 828 Sanatorium Road Hamilton (PED20141) (Ward 8) (Added Item 10.5)**

That Report PED20141, respecting the Location of the Cross of Lorraine located at 828 Sanatorium Road Hamilton, be received.

**(b) Ancaster Village Heritage Committee respecting Demolition Control as a Positive Force (referred from the July 7, 2020 Planning Committee) (Item 10.4)**

That the Ancaster Village Heritage Committee documents respecting Demolition Control as a Positive Force, be received and referred to the General Manager, Planning and Economic Development for a report back to a future meeting of the Hamilton Municipal Heritage Committee.

**4. Applications for Amendments to the Urban Hamilton Official Plan and Zoning By-law 3692-92 (Stoney Creek) for Lands Located at 325 Highway No. 8 (Stoney Creek) (PED20140) (Ward 10) (Item 7.1)**

(a) That Urban Hamilton Official Plan Amendment Application UHOPA-20-005, by IBI Group (c/o Julia Redfearn, Applicant) on behalf of LJM Developments (Stoney Creek) Inc. (c/o Liaquat Mian, Owner) to change the designation from “Medium Density Residential 3” to “High Density Residential” and to replace the existing Site Specific Policy Area A in the Western Development Area Secondary Plan to permit an 11-storey, 148 unit multiple dwelling with a maximum net residential density of 551 units per hectare on lands located at 325 Highway No. 8, Stoney Creek, as shown on Appendix “A” to Report PED20140, be DENIED on the following basis:

(i) That the proposed amendment does not meet the general intent of the Urban Hamilton Official Plan and the Western Development Area Secondary Plan with respect to building height, residential density, scale, massing, privacy, overlook, and compatibility with and enhancing the character of the existing neighbourhood, and is not considered to be good planning.

(b) That Zoning By-law Amendment Application ZAC-20-010, by IBI Group (c/o Julia Redfearn, Applicant) on behalf of LJM Developments (Stoney Creek) Inc. (c/o Liaquat Mian, Owner) to further modify the Multiple Residential “RM4- 8” Zone, Modified in order to permit an 11-storey, 148 unit multiple dwelling with on-site ground level amenity areas and outdoor terraces, 22 surface visitor parking spaces, and 123 underground parking spaces in a two-level underground parkade on lands located at 325

Highway No. 8, Stoney Creek, as shown on Appendix "A" to Report PED20140, be DENIED on the following basis:

- (i) That the proposed change in zoning does not meet the general intent of the Urban Hamilton Official Plan and the Western Development Area Secondary Plan with respect to setbacks, residential density, building height, coverage, and parking, and is not considered to be good planning.
- (c) That the public submissions received regarding this matter supported the denial of the application.

**5. Demolition Permit for 86 Sherman Avenue South, Hamilton (Item 10.1)**

WHEREAS, the owner of 86 Sherman Avenue South has experienced a fire in their home making it uninhabitable; WHEREAS, generally vacant buildings or structures damaged by accident, storm, fire, neglect or otherwise, are not necessarily deemed unsafe, but are contrary to the standards for the maintenance and occupancy property prescribed in the Property Standards By-law;

WHEREAS, demolition is appropriate where it is not feasible to repair a damaged or derelict building to the standards prescribed by this Property Standards By-law or maintain property on the Vacant Building Registry and demolition is appropriate; and,

WHEREAS, the owner intends to rebuild the dwelling at 86 Sherman Avenue South as soon as is practicable;

THEREFORE, BE IT RESOLVED:

That the Chief Building Official be authorized to issue a demolition permit for the fire damaged dwelling at 86 Sherman Avenue South in accordance with By-law 09-208, as amended by By-law 13-185, pursuant to Section 33 of The Planning Act as amended, without having to comply with conditions 6. (a), (b) and (c) of the Demolition Control Bylaw 09-208.



**FOR INFORMATION:**

**(a) APPROVAL OF AGENDA (Item 1)**

The Committee Clerk advised there were no changes to the agenda.

The agenda for the September 8, 2020 meeting was approved, as presented.

**(b) DECLARATIONS OF INTEREST (Item 2)**

None declared.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 3)**

**(i) August 18, 2020 (Item 3.1)**

The Minutes of the August 18, 2020 meeting were approved, as presented.

**(d) COMMUNICATIONS (Item 4)**

**(i) Denise Minardi respecting UHOP Amendments and Flooding (Item 4.1)**

The communication from Denise Minardi respecting UHOP Amendments and Flooding, was received.

**(e) PUBLIC HEARINGS/WRITTEN DELEGATIONS (Item 7)**

In accordance with the *Planning Act*, Chair Farr advised those viewing the virtual meeting that the public had been advised of how to pre-register to be a virtual delegate at the Public Meetings on today's agenda; and that no members of the public have pre-registered to be virtual delegate at any of the Public Meetings on today's agenda.

In accordance with the provisions of the *Planning Act*, Chair Farr advised that if a person or public body does not make oral submissions at a public meeting or make written submissions to the Council of the City of Hamilton before Council makes a decision regarding the Zoning By-law Amendment and Official Plan Amendment, applications before the Committee today, the person or public body is not entitled to appeal the decision of the Council of the City of Hamilton to the Local Planning Appeal Tribunal, and the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

(i) **Applications for Amendments to the Urban Hamilton Official Plan and Zoning By-law 3692-92 (Stoney Creek) for Lands Located at 325 Highway No. 8 (Stoney Creek) (PED20140) (Ward 10) (Item 7.1)**

No members of the public were registered as Delegations.

Tim Vrooman, Senior Planner, provided Committee with an overview of the application.

The staff presentation was received.

Julia Redfearn and John Ariens, IBI Group, were in attendance and indicated they were not in support of the staff report.

The delegation from Julia Redfearn and John Ariens, IBI Group, was received.

The public meeting was closed.

The following written submissions, and those included in Report PED20140, were received:

1. Conrad DiDiodato
2. Celeste Cordoba
3. Karen Chong
4. Rita D'Angelo

(a) That Urban Hamilton Official Plan Amendment Application UHOPA-20-005, by IBI Group (c/o Julia Redfearn, Applicant) on behalf of LJM Developments (Stoney Creek) Inc. (c/o Liaquat Mian, Owner) to change the designation from "Medium Density Residential 3" to "High Density Residential" and to replace the existing Site Specific Policy Area A in the Western Development Area Secondary Plan to permit an 11-storey, 148 unit multiple dwelling with a maximum net residential density of 551 units per hectare on lands located at 325 Highway No. 8, Stoney Creek, as shown on Appendix "A" to Report PED20140, be DENIED on the following basis:

(i) That the proposed amendment does not meet the general intent of the Urban Hamilton Official Plan and the Western Development Area Secondary Plan with respect to building height, residential density, scale, massing, privacy, overlook, and compatibility with and enhancing the character of the existing neighbourhood, and is not considered to be good planning.

(b) That Zoning By-law Amendment Application ZAC-20-010, by IBI Group (c/o Julia Redfearn, Applicant) on behalf of LJM Developments (Stoney

Creek) Inc. (c/o Liaquat Mian, Owner) to further modify the Multiple Residential "RM4- 8" Zone, Modified in order to permit an 11-storey, 148 unit multiple dwelling with on-site ground level amenity areas and outdoor terraces, 22 surface visitor parking spaces, and 123 underground parking spaces in a two-level underground parkade on lands located at 325 Highway No. 8, Stoney Creek, as shown on Appendix "A" to Report PED20140, be DENIED on the following basis:

- (i) That the proposed change in zoning does not meet the general intent of the Urban Hamilton Official Plan and the Western Development Area Secondary Plan with respect to setbacks, residential density, building height, coverage, and parking, and is not considered to be good planning.

The recommendations in Report PED20140 were **amended** by adding the following sub-section (c):

- (c) ***That the public submissions received regarding this matter supported the denial of the application.***

For disposition of this matter, refer to Item 4.

**(e) GENERAL INFORMATION / OTHER BUSINESS (Item 12)**

- (i) General Manager's Update (Added Item 12.1)**

Jason Thorne, General Manager, Planning and Economic Development, addressed the Committee regarding the City's comments on Proposed Amendment 1 to A Place to Grow and Revised Land Needs Assessment Methodology that were submitted to the Province; and responded to Councillors' questions on various matters.

The General Manager's updated was received.

**(f) PRIVATE AND CONFIDENTIAL (Item 13)**

- (i) Closed Session Minutes – August 18, 2020 (Item 13.1)**

The Closed Session Minutes dated August 18, 2020 were received and are to remain confidential.

**(g) ADJOURNMENT (Item 14)**

There being no further business, the Planning Committee was adjourned at 10:29 a.m.

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Councillor J. Farr  
Chair, Planning Committee

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Lisa Kelsey  
Legislative Coordinator



## GENERAL ISSUES COMMITTEE REPORT 20-012

9:30 a.m.

Wednesday, September 9, 2020

Due to COVID 19 this meeting was Livestreamed only.

**Present:** Mayor F. Eisenberger, Deputy Mayor B. Johnson (Chair)  
Councillors M. Wilson, J. Farr, N. Nann, S. Merulla, C. Collins,  
T. Jackson, E. Pauls, J. P. Danko, B. Clark, M. Pearson,  
L. Ferguson, A. VanderBeek, J. Partridge

**Absent:** Councillor T. Whitehead – Other City Business

### THE GENERAL ISSUES COMMITTEE PRESENTS REPORT 20-012, AND RESPECTFULLY RECOMMENDS:

1. **Hamilton Tax Increment Grant - 11 and 15 Cannon Street West (PED20138) (Ward 2) (Item 6.1)**
  - (a) That a Hamilton Tax Increment Grant Program application submitted by Areacor Inc. (Roni Gilyana), for the property at 11 and 15 Cannon Street West, Hamilton, estimated at \$266,867.70 over a maximum of a five-year period, and based upon the incremental tax increase attributable to the development of 11 and 15 Cannon Street West, Hamilton, be authorized and approved in accordance with the terms and conditions of the Hamilton Tax Increment Grant Program;
  - (b) That the Mayor and City Clerk be authorized and directed to execute a Grant Agreement together with any ancillary documentation required, to effect recommendation (a) of Report PED20138, in a form satisfactory to the City Solicitor; and,
  - (c) That the General Manager of the Planning and Economic Development Department be authorized to approve and execute any Grant Amending Agreements, together with any ancillary amending documentation, if required, provided that the terms and conditions of the Hamilton Tax Increment Grant Program, as approved by City Council, are maintained.

**2. Environmental Remediation and Site Enhancement (ERASE) Redevelopment Grant Application, 115 and 121 Vansitmart Avenue, ERG-18-08 (PED20139) (Ward 4) (Item 6.2)**

- (a) That Environmental Remediation and Site Enhancement (ERASE) Redevelopment Grant Application ERG-18-08, submitted by 1349010 Ontario Inc., owner of the properties at 115 and 121 Vansitmart Avenue, for an ERASE Redevelopment Grant not to exceed \$354,828 over a maximum of ten years, be authorized and approved in accordance with the terms and conditions of the ERASE Redevelopment Agreement;
- (b) That the Mayor and City Clerk be authorized and directed to execute the Environmental Remediation and Site Enhancement (ERASE) Redevelopment Agreement together with any ancillary documentation required, to effect Recommendation (a) of Report PED20139, in a form satisfactory to the City Solicitor; and,
- (c) That the General Manager of the Planning and Economic Development Department be authorized to approve and execute any grant amending agreements, together with any ancillary amending documentation, if required, provided that the terms and conditions of the Environmental Remediation and Site Enhancement (ERASE) Redevelopment Grant, as approved by City Council, are maintained.

**3. Ottawa Street Business Improvement Area (BIA) Revised Board of Management (PED20143) (Wards 3 and 4) (Item 6.3)**

That the following individual be appointed to the Ottawa Street Business Improvement Area (BIA) Board of Management:

- (i) Nadia Ishmail

**4. Grant from Parks Canada's National Cost-Sharing Program for Heritage Places for Battle of Stoney Creek National Historic Site of Canada (Battlefield Park) (PED20151) (Ward 5) (Item 6.4)**

That the Mayor and Clerk be authorized to execute all necessary documentation, including a Contribution Agreement for funding up to \$100 K under Parks Canada's National Cost-Sharing Program for Heritage Places, for Battle of Stoney Creek National Historic Site of Canada (Battlefield Park), in a form satisfactory to the City Solicitor.

**5. Tim Hortons Field – End Guard Anchor Repair/Replacement (PW20039(c)) (City Wide) (Item 9.6(a))**

That Report PW20039(c), respecting Tim Hortons Field – End Guard Anchor Repair/Replacement, be received.

**6. Grant Increase to an Existing Environmental Remediation and Site Enhancement (ERASE) Redevelopment Grant Approval, 467 Charlton Avenue East, ERG-15-03 (PED16037(a)) (Ward 2) (Item 9.7)**

- (a) That Environmental Remediation and Site Enhancement (ERASE) Redevelopment Grant Application ERG-19-05, submitted by 467 Charlton Avenue Inc., owner of the property at 467 Charlton Avenue East, for an ERASE Redevelopment Grant not to exceed an additional \$1,311,754, for a total maximum grant of \$3,441,154, payable over a maximum of ten years, be authorized and approved in accordance with the terms and conditions of the ERASE Redevelopment Agreement;
- (b) That the Mayor and City Clerk be authorized and directed to execute the Environmental Remediation and Site Enhancement (ERASE) Redevelopment Agreement together with any ancillary documentation required, to effect Recommendation (a) of Report PED16037(a), in a form satisfactory to the City Solicitor; and,
- (c) That the General Manager of the Planning and Economic Development Department be authorized to approve and execute any grant amending agreements, together with any ancillary amending documentation, if required, provided that the terms and conditions of the Environmental Remediation and Site Enhancement (ERASE) Redevelopment Grant, as approved by City Council, are maintained.

**7. Airport Employment Growth District (AEGD) Wastewater Servicing Update and Capacity Allocation Policy (PED20040/PW20055) (City Wide) (Item 9.9)**

- (a) That Planning and Economic Development staff be directed to consult with relevant stakeholders and report back to General Issues Committee on the implementation of the Airport Employment Growth District Wastewater Capacity Allocation Policy, attached as Appendix “A” to Report 20-012, including:
  - (i) The annual solicitation / receipt of wastewater conveyance and treatment capacity allocation requests;
  - (ii) The format / content of the Airport Employment Growth District Wastewater Capacity Agreement;

- (iii) The amount / deposit / payment method of current wastewater capacity allocation Development Charge Fees; and,
  - (iv) Any other implementation issues that may arise.
- (b) That, until such time as Council approves a Wastewater Capacity Allocation Policy for the Airport Employment Growth District, Planning and Economic Development staff be directed to include a standard condition for all development applications and approvals that require wastewater capacity allocation requiring the applicant to receive written confirmation (including an expiry date) from the Senior Director of Growth Management that adequate wastewater capacity exists and has been allocated for the development application, prior to proceeding with detailed engineering design; and,
- (c) That Planning and Economic Development staff be directed to formulate a City-Wide Wastewater Capacity Allocation Policy and report back to General Issues Committee in Q4 2021.

**8. Encampment Update (HSC20038) (City Wide) (Item 9.11)**

That Report HSC20038, respecting the Encampment Update, be received.

**9. Encampment Litigation Update (LS20023(b)) (City Wide) (Item 13.2)**

That Report LS20023(b), respecting the Encampment Litigation Update, be REFERRED to the September 16, 2020 Council, pending additional information to be provided from the City Solicitor.

**FOR INFORMATION:**

**(a) APPROVAL OF AGENDA (Item 1)**

The Committee Clerk advised of the following changes to the agenda:

**5. ADDED DELEGATION REQUESTS**

5.1 Delegation Requests respecting Defunding of the Hamilton Police Service (for the September 9, 2020 GIC):

5.1.i Danielle Hitchcock-Welsh (Video Submission)



5.1.j Katharine King (Video Submission)

5.1.k Karlie Rogerson (Video Submission)

5.2 Dan Carter, Canadian Hemp Farmers Alliance, respecting Adopting Hemp into the Canadian SDGs (For a future GIC)

## 9. DISCUSSION ITEMS

9.6.a Tim Hortons Field - End Guard Anchor Repair-Replacement (PW20039(c)) (City Wide)

9.11 Encampment Update (HSC20038) (City Wide)

## 12. GENERAL INFORMATION / OTHER BUSINESS

12.1 Amendments to the Outstanding Business List

12.1.a Items to be removed:

12.1.a.a Contractual Update - Alectra (Addressed on July 6, 2020 as Item 1 of GIC Report 20-010 - Report FCS19059(a) / LS19048(a))

12.1.a.b Divesting and Defunding of the Hamilton Police Services (Addressed as Items 9.1 to 9.5 on today's agenda)

## 13. PRIVATE AND CONFIDENTIAL

13.2 Encampment Litigation Update (LS20023(b)) (City Wide)

Pursuant to Section 8.1, Sub-sections (e) and (f) of the City's Procedural By-law 18-270, as amended, and Section 239(2), Sub-sections (e) and (f) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

The agenda for the September 9, 2020 General Issues Committee meeting was approved, as amended.

**(b) DECLARATIONS OF INTEREST (Item 2)**

- (i) Councillor E. Pauls declared in interest to Item 9.1, respecting the Hamilton Police Service Budget Process – PSB 20-061, as her son is employed by the Hamilton Police Service.
- (ii) Councillor E. Pauls declared in interest to Item 9.2, respecting the Hamilton Police Service Response regarding the Use of Force Inquiries (“8 Can’t Wait”) – PSB 20-062, as her son is employed by the Hamilton Police Service.
- (iii) Councillor E. Pauls declared in interest to Item 9.3, respecting the Hamilton Police Service Year End Report – Use of Force 2019 – PSB 20-043, as her son is employed by the Hamilton Police Service.
- (iv) Councillor E. Pauls declared in interest to Item 9.4, respecting the Hamilton Police Service Equity, Diversity and Inclusion Plan PSB 20-060, as her son is employed by the Hamilton Police Service.
- (v) Councillor E. Pauls declared in interest to Item 9.5, respecting the Hamilton Police Service Crisis Unit Response, as her son is employed by the Hamilton Police Service.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETINGS (Item 3)**

**(i) August 10, 2020 (Item 3.1)**

The minutes of the August 10, 2020 General Issues Committee meeting were approved, as presented.

**(d) COMMUNICATIONS (Item 4)**

**(i) Correspondence respecting Defunding of the Hamilton Police Service (Item 4.1)**

The following Communication Items, respecting Defunding of the Hamilton Police Service, were received:

- 4.1.a Naomi Frederick
- 4.1.b Vilma Rossi

- 4.1.c Razan Samara
- 4.1.d Dawnie Chomitsch

**(e) DELEGATION REQUESTS (Item 5)**

- (a) The following Delegation Requests respecting Defunding of the Hamilton Police Service, were approved to appear before the General Issues Committee on September 9, 2020:

5.1 Delegation Requests respecting Defunding of the Hamilton Police Service (for the September 9, 2020 GIC):

- 5.1.a Kailey Cutillo (Video Submission)
- 5.1.b Joanna Aitcheson (Video Submission)
- 5.1.c Jeanette Eby (Video Submission)
- 5.1.d Ken Stone (Video Submission)
- 5.1.e Imasha Perera (Video Submission)
- 5.1.f Sarah Warry-Poljanski (Video Submission)
- 5.1.g Clair Bodkin (Video Submission)
- 5.1.h Diana Igdoura (Video Submission)
- 5.1.i Danielle Hitchcock-Welsh (Video Submission)
- 5.1.j Katharine King (Video Submission)
- 5.1.k Karlie Rogerson (Video Submission)

- (b) That the following Delegation Request, respecting Adopting Hemp into the Canadian SDGs, be approved to appear at a future General Issues Committee:

5.2 Dan Carter, Canadian Hemp Farmers Alliance, respecting Adopting Hemp into the Canadian SDGs (For a future GIC)

**(f) PUBLIC HEARINGS / DELEGATIONS (Item 7)**

The following delegations, respecting Defunding the Hamilton Police Service, were received:

- 7.1.a James Cairns (Video Submission)
- 7.1.b Emily Meilleur-Rivers (Video Submission)
- 7.1.c Maddie Brockbank (Video Submission)
- 7.1.d Jacqueline Cantar (Video Submission)
- 7.1.e Matt Steski (Video Submission)
- 7.1.f Atlas Ditomasso (Video Submission)
- 7.1.g Alex Kerner, Spring Magazine Video Submission
- 7.1.h Brett Klassen (Video Submission)
- 7.1.i Rick Roberts (Video Submission)
- 7.1.j Adrian Underhill (via WebEx)
- 7.1.k Meir Gordskoy (via WebEx), not present when called upon.
- 7.1.l Ashley Letts, Microbac Laboratories (Video Submission)
- 7.1.m Elisabetta Paiano (Video Submission)
- 7.1.n Abedar Kamgari (Video Submission)
- 7.1.o Susanne Nyaga (via WebEx)
- 7.1.p Hiva Nematollahi (Video Submission)
- 7.1.q Laura Howdene (Video Submission)
- 7.1.r Lauren Ecker (Video Submission)
- 7.1.s Shanice Bowrin (Video Submission)
- 7.1.t Hollie Pocsai, White Elephant (Video Submission)
- 7.1.u Marissa Gilmore (Video Submission)

- 7.1.v Mariel Rutherford (Video Submission)
- 7.1.w Kalyla Whitney (Video Submission)
- 7.1.x Emma Barrette (Video Submission)
- 7.1.y Amani Williams (Video Submission)
- 7.1.z Rachel Cuthill (Video Submission)
- 7.1.aa Guiliana Frontini (Video Submission)
- 7.1.ab Eshan Merali (Video Submission)
- 7.1.ac Kinsey Robertson (Video Submission)
- 7.1.ad Lisa Wang (Video Submission)
- 7.1.ae Jessica Clegg and Connor Bennett (Video Submission)
- 7.1.af Hannah MacDonald (Video Submission)
- 7.1.ag Kailey Cutillo (Video Submission)
- 7.1.ah Joanna Aitchenson (via WebEx)
- 7.1.ai Jeanatte Eby (Video Submission)
- 7.1.aj Ken Stone (Video Submission)
- 7.1.ak Imasha Perera (Video Submission)
- 7.1.al Sarah Warry-Poljanski (Video Submission)
- 7.1.am Clair Bodkin (Video Submission) - Unable to play delegate's video submission.
- 7.1.an Dania Igdoura (Video Submission)
- 7.1.ao Danielle Hitchcock-Welsh (Video Submission)
- 7.1.ap Katharine King (Video Submission)
- 7.1.aq Karlie Rogerson (Video Submission)

**(g) DISCUSSION ITEMS (Item 9)**

**(i) Hamilton Police Service Board Reports (Items 9.1 to 9.5)**

In order to have Chief Girt attend to present the Hamilton Police Service Board reports, Items 9.1 to 9.5, respecting the following reports, were DEFERRED to the September 23, 2020 General Issues Committee:

- 9.1 Hamilton Police Service Budget Process PSB 20-061
- 9.2 Hamilton Police Service Response regarding the Use of Force Inquiries (“8 Can’t Wait”) PSB 20-062
- 9.3 Hamilton Police Service Year End Report – Use of Force 2019 PSB 20-043
- 9.4 Hamilton Police Services Equity, Diversity and Inclusion Plan PSB 20-060
- 9.5 Hamilton Police Service Crisis Unit Response

**(ii) Tim Hortons Field – End Guard Anchor Repair/Replacement (PW20039(a)) (City Wide) (Item 9.6)**

Report PW20039(a), respecting Tim Hortons Field – End Guard Anchor Repair/Replacement, was DEFERRED to the September 23, 2020 General Issues Committee meeting, pending additional information to be provided in a report from Legal Services on September 23, 2020.

The following item was considered by Council at the September 10, 2020 Special Council meeting:

**(iii) Federal and Provincial Government Municipal Funding Announcements Update (FCS20071) (City Wide) (Item 9.8)**

- (a) That the General Manager, Finance and Corporate Services, be authorized and directed to execute and submit the funding acknowledgement letter(s) for the Safe Restart Program, including the letter attached as Appendix “A” to Report FCS20071 and any supporting documentation to support the Hamilton funding allocation under the Safe Restart Program; and,
- (b) That staff be directed to prepare, execute and submit any required documentation to support the City of Hamilton funding allocation under the Safe Restart Program.

**(iv) COVID-19 Update (Verbal) (Item 9.10)**

Paul Johnson, General Manager of the Healthy and Safe Communities Department; and, Dr. Ninh Tran, Associate Medical Officer of Health, provided the verbal update respecting COVID-19.

The verbal update, respecting COVID-19, was received.

**(h) GENERAL INFORMATION / OTHER BUSINESS (Item 11)**

**(i) Amendments to the Outstanding Business List**

That the following amendments to the Outstanding Business List, were approved, **as amended**:

(a) Items to be removed:

12.1.a.a Contractual Update – Alectra  
(Addressed on July 6, 2020 as Item 1 of GIC Report  
20-010 – Report FCS19059(a) / LS19048(a))

~~12.1.a.b **Divesting and Defunding of the Hamilton Police Service**~~

**(i) PRIVATE & CONFIDENTIAL (Item 12)**

**(i) Closed Session Minutes – August 10, 2020 (Item 13.1)**

(a) The Closed Session Minutes of the August 10, 2020 General Issues Committee meeting were approved, as amended; and,

(b) That the Closed Session Minutes of the of the August 10, 2020 General Issues Committee meeting shall remain confidential.

Committee move into Closed Session respecting Item 13.2, pursuant to Section 8.1, Sub-sections (e) and (f) of the City's Procedural By-law 18-270, as amended; and, Section 239(2), Sub-sections (e) and (f) of the *Ontario Municipal Act*, 2001, as amended, as the subject matters pertain to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

**(i) ADJOURNMENT (Item 13)**

There being no further business, the General Issues Committee adjourned at 7:19 p.m.

Respectfully submitted,

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Brenda Johnson, Deputy Mayor  
Chair, General Issues Committee

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Stephanie Paparella  
Legislative Coordinator,  
Office of the City Clerk



## **CITY OF HAMILTON AIRPORT EMPLOYMENT GROWTH DISTRICT (AEGD) WASTEWATER CAPACITY ALLOCATION POLICY**

### **Purpose and Intent:**

The City of Hamilton has recently approved and invested substantial capital in wastewater infrastructure in and around the AEGD to support a growing, prosperous and healthy community. This infrastructure includes supplying wastewater conveyance and treatment capacity.

In order to maintain the provision of wastewater conveyance and treatment capacity in the AEGD, policies and guidelines are necessary to provide a consistent, fair, equitable and financially sustainable process in which wastewater capacity can be managed and aligned with the City’s growth strategy and priorities. The purpose of the AEGD Wastewater Capacity Allocation Policy is to improve wastewater service delivery needed to protect the public health, safety, environment and quality of life of its citizens and developers.

### **City of Hamilton’s Role in Determining Wastewater Capacity Allocation:**

This section of the AEGD Wastewater Capacity Allocation Policy outlines the City of Hamilton’s role in the wastewater capacity allocation process:

1. The City of Hamilton as the provider and operator of the wastewater treatment and conveyance system is the owner of the system capacity. As such, the City of Hamilton approves the best planning estimates for wastewater conveyance and treatment capacity using a per capita value for wastewater volumes plus an infiltration index. The existing residents and businesses pay a Rates Charge as established by Council to receive these services.
2. The City of Hamilton as the Approval Authority confers wastewater capacity allocation onto properties through Development approvals. Development is considered to be Draft Plans of Subdivision or Plans of Condominium, Site Plans, Consents, redevelopment/infill or public interest projects.
3. In consultation with the development community, the City of Hamilton approves an Infrastructure Staging of Development Program in accordance with the Urban Hamilton Official Plan (Chapter F, Section 3.6) for development proposals including those distributed within the AEGD Wastewater Capacity Allocation Area (see attached Schedule 1).
  - The City of Hamilton will annually solicit and receive requests for wastewater conveyance and treatment capacity allocation from applicants/developers including public interest projects and identifies these in the AEGD Wastewater Capacity Allocation Area.

- The City of Hamilton determines the overall wastewater conveyance and treatment capacity on an on-going basis and then distributes the available allocated wastewater capacity within the proposed development projects, in consultation with the applicants/developers.
  - City of Hamilton Growth Management staff prepares an annual report as part of the City’s Infrastructure Staging of Development Program to advise City Council of the specific allotted wastewater conveyance and treatment capacity allocations that have been or are recommended to be approved.
4. The City of Hamilton enters into an AEGD Wastewater Capacity Allocation Agreement or issues a Wastewater Sewer Extension Permit with each individual applicant/developer to provide the allocated wastewater capacity in exchange for deposit/payment of current wastewater capacity allocation Development Charge fees.

**Sustainability Criteria Policy:**

1. The Sustainability Criteria defined below are to be used as a guide by the City of Hamilton in determining the distribution of wastewater conveyance and treatment capacity allocation in the AEGD Wastewater Capacity Allocation Area:
  - (a) Maintains and optimizes the use of existing City infrastructure;
  - (b) Minimizes the cost for provision of new City infrastructure;
  - (c) Facilitates the development of complete communities;
  - (d) Supports other City of Hamilton policies including the Corporate Strategic Plan to promote Economic Prosperity and Growth, implement Official Plans, the AEGD Secondary Plan, the Zoning-by-law, the Economic Development Strategy and all relevant Master Plans; and,
  - (e) Demonstrated ability to develop/proceed exists.
2. The AEGD Wastewater Capacity Allocation Policy applies to the AEGD Wastewater Capacity Allocation Area as shown on Schedule 1 and defined through the City of Hamilton’s Infrastructure Staging of Development Program.

**AEGD Wastewater Capacity Allocation Policy:**

1. Development Approvals for Wastewater Capacity Allocation will be focused and prioritized on projects as follows:
  - (a) Non-residential development, specifically industrial, commercial and institutional growth;
  - (b) Developments which facilitate completion / enhancement of communities in a coordinated / orderly manner (i.e. missing road connections, watermain looping or reinforcement to support existing development);
  - (c) Other forms of development that are considered Employment that meet current land use policy such as Mixed Use; and,

- (d) Residential development.
2. Wastewater conveyance and treatment capacity allocation for new development projects in the AEGD cannot be reserved until the following criteria are met:
    - (a) Project identification, selection and prioritization in the City’s Infrastructure Staging of Development Program;
    - (b) A set of Infrastructure Servicing Construction Plans have been approved by the City;
    - (c) Adequate downstream conveyance capacity availability has been verified to the satisfaction of the City;
    - (d) Adequate downstream treatment capacity availability has been verified to the satisfaction of the City; and,
    - (e) An AEGD Wastewater Capacity Allocation Agreement has been executed or a Wastewater Sewer Extension Permit has been issued including deposit/payment of current wastewater capacity allocation Development Charge fees.
  3. All capacity evaluations, approvals and permits shall be based on engineering parameters and methodologies specified in the City’s Development Guidelines and Standards, Adequate Services By-law and Ministry of the Environment and Climate Change Approvals and Regulations.
  4. Approval of property Zoning, Site Plan, Consent or Draft Approval of a Plan of Subdivision or Plan of Condominium by the City is not a promise or guarantee or reservation of wastewater conveyance and treatment capacity allocation.
  5. Wastewater conveyance and treatment capacity allocation for redevelopment/infill or public interest projects cannot be reserved until an applicant has complied with Subsection 2 (b), (c), (d) and (e) above.
  6. Wastewater conveyance and treatment capacity will be allocated on a Phase or site-specific plan basis, subject to wastewater conveyance and treatment capacity availability. Wastewater conveyance and treatment capacity will not be allocated “up front” for an entire Draft Plan of Subdivision, either non-residential or residential.

**Wastewater Capacity Allocation Agreement Policy:**

1. In order for a development or redevelopment project to be considered for wastewater conveyance and treatment capacity allocation, the applicant/developer must enter into a Wastewater Capacity Allocation Agreement with the City.

2. At the end of each calendar year, all applicants/developers must submit to the City a Construction Status Report containing the actual number of residential units that were built that year as well as an updated buildout schedule for the remainder of the project. For non-residential development projects, a Construction Status Report identifying updated progress and buildout schedule for the remainder of the project must be submitted. Failure to do so may result in the denial of any future wastewater capacity allocation for the project.
3. In order to provide a fair and equitable timeframe for development which has received an allocation of wastewater conveyance and treatment capacity, the City will execute Wastewater Capacity Allocation Agreements for a three (3) year period.
4. As part of the Infrastructure Staging of Development Program, City staff will prepare a report to City Council on the status of proposed development and public interest projects having received wastewater conveyance and treatment capacity allocation and advise on amount of wastewater conveyance and treatment capacity allocation is being utilized using best planning estimates.
5. Wastewater conveyance and treatment capacity allocations granted under this policy shall require the applicant/developer to execute the Wastewater Capacity Allocation Agreement and post the required security deposit or payment with the City within forty-five (45) days of the date of being granted capacity allocation by the City.
6. The required security deposit shall be fifty percent (50%) of the current wastewater conveyance and treatment capacity allocation Development Charge fees and shall be held by the City. An individual applicant/developer will receive credit for such security deposit applied towards payment of all Development Charge fees for wastewater conveyance and treatment capacity allocation as building permits are issued.
7. The required security deposit shall be in the form of a Letter of Credit or cash. Failure to post such security deposit will result in revocation of the wastewater conveyance and treatment capacity allocation.
8. The required security deposit does not guarantee that the wastewater conveyance and treatment capacity allocation Development Charge fees will not change from time to time. Any balance owed in excess of the required security deposit will be calculated on the current Development Charge fees applicable at the time they are to be paid.

**Public Interest Projects Policy:**

1. The City Council reserves the right to allocate wastewater conveyance and treatment capacity for those projects deemed to be in the best interests of the

public including, but not limited to, facilities affecting public health and safety, educational facilities, and economic development. An allocation amount of wastewater conveyance and treatment capacity in the form of a per capita value for wastewater volumes plus an infiltration index shall be reserved for such purpose.

2. As part of each future update of the AEGD Wastewater Capacity Allocation Program, City staff will conduct a review and recommend the retention by Council of an appropriate wastewater allocation amount for public interest projects. Further, the City will, in circumstances where there has been a reversion or removal of wastewater conveyance and treatment capacity allocation, review the need for capacity allocation to public interest projects. The review will occur as part of the Infrastructure Staging of Development Program in conjunction with the appropriate Standing Committees of Council and agencies in the City of Hamilton.

**Reversion or Removal of Wastewater Capacity Allocation Policy:**

The reversion or removal of wastewater conveyance and treatment capacity allocation will occur as follows:

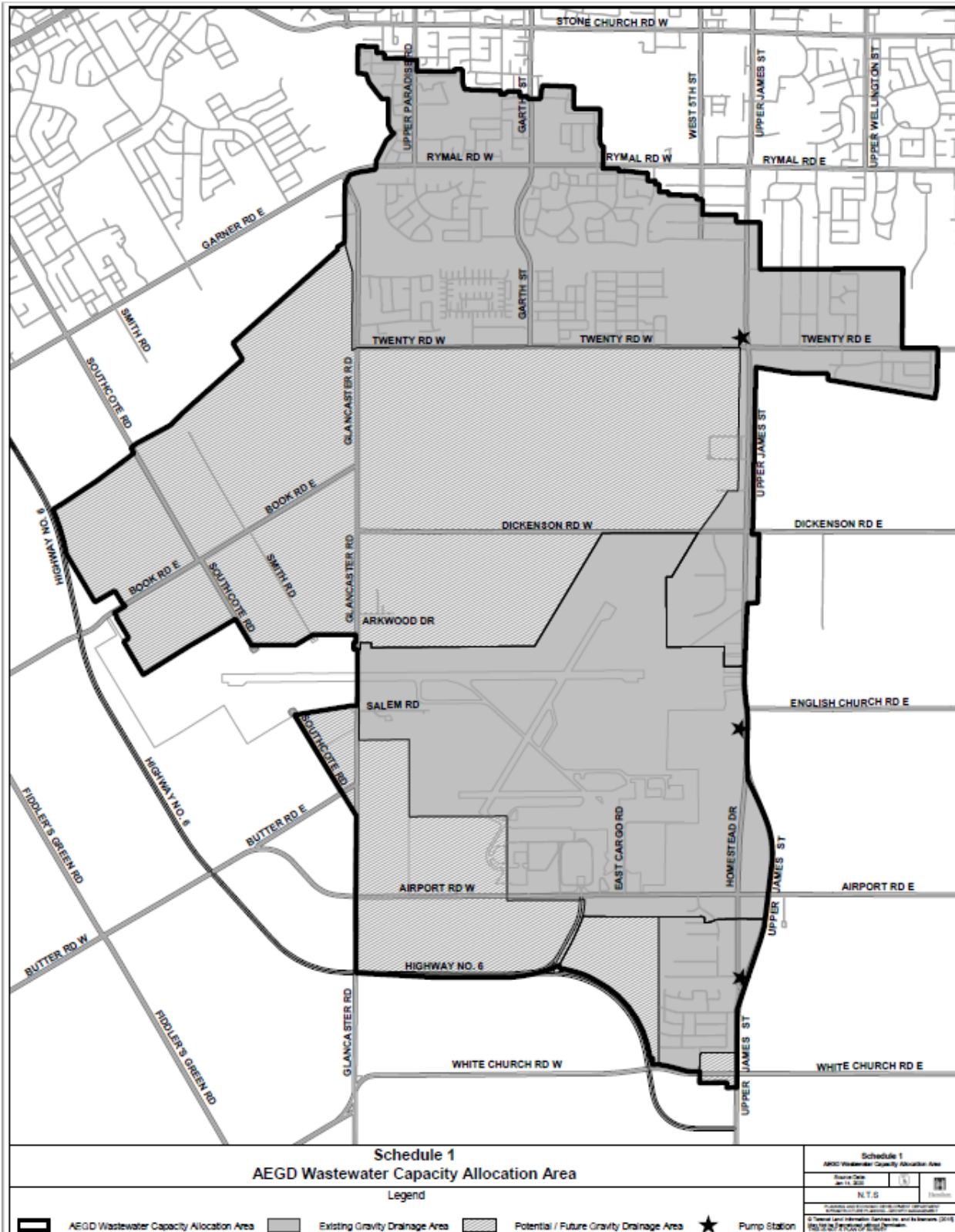
1. The City will actively monitor the status of wastewater conveyance and treatment capacity allocation and development projects/applications, in consultation with the development community.
2. Allocated wastewater conveyance and treatment capacity is subject to being reverted or unallocated by the City, if:
  - (a) Installation of wastewater sewer pipes has not commenced within six (6) months of the execution of a Wastewater Capacity Allocation Agreement; and/or,
  - (b) The site-specific Zoning, Site Plan or Draft Plan of Subdivision for the property loses its vesting rights pursuant to the City of Hamilton’s Zoning By-law, Site Plan Guidelines or Draft Plan Approval conditions.
3. Six (6) months prior to the expiration of the three (3) year Wastewater Capacity Allocation Agreement, the developers will contact the city with wastewater conveyance and treatment capacity allocation who have not completed their development application process to remind them of the expiration deadline.
4. If the development application process has not been completed (i.e. registration of the Plan of Subdivision, Consent, final Site Plan Approval or Site Plan Extension) upon expiration of the three-year Wastewater Capacity Allocation Agreement, then the City will contact the applicant/developer and outline options for consideration.

5. Where warranted and appropriate, the City may recommend extensions on a yearly basis, which are consistent with the period of Draft Plan of Subdivision approval extensions, if the applicant(s) is actively proceeding with the project development. The applicant(s) is required to demonstrate in writing how they are actively proceeding with the development, including detailed timeframes for completion of the development.
6. Where warranted and appropriate, the City may recommend a refund, in whole or in part, of wastewater capacity allocation Development Charge fees paid or for the subject project credited.
7. The City re-allocates the reverted wastewater conveyance and treatment capacity subject to any Public Interest Projects within the City requiring all or a portion of the re-allocation.
8. If an applicant/developer re-applies for wastewater conveyance and treatment capacity allocation and is granted the allocation, the security deposit required is to be based on current Development Charge fees.

**Controlling Policy:**

1. This policy shall be reviewed no less than one time each year and in conjunction with the City’s Infrastructure Staging of Development Program.
2. The wastewater conveyance and treatment capacity will be allocated to projects in the order in which the Infrastructure Servicing Construction Plans are approved. In the event that multiple projects are approved simultaneously, the identification, selection and prioritization the project is given in the City’s Infrastructure Staging of Development Program will prevail.
3. In the event of a conflict between this policy and any other City policy or By-law, this policy shall prevail.
4. In the event of a conflict between this policy and any Provincial or Federal policy or Regulation having a more restrictive standard or standards, the most restrictive Provincial or Federal policy or Regulation shall prevail.

Schedule 1: AEGD Catchment Areas and Pumping Station Locations:





## **EMERGENCY & COMMUNITY SERVICES COMMITTEE REPORT 20-006**

1:30 p.m.

Thursday, September 10, 2020

Council Chambers

Hamilton City Hall

71 Main Street West

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**Present:** Councillors E. Pauls (Chair), B. Clark, T. Jackson, S. Merulla, and N. Nann

**Regrets:** T. Whitehead – Personal

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### **THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:**

**1. Self-Contained Breathing Apparatus Parts (SCBA) Parts Shortage Update (HSC20025(a)) (Item 7.1)**

That Report HSC20025(a), respecting Self-Contained Breathing Apparatus Parts (SCBA) Parts Shortage Update, be received.

**2. Child Care and Early Years Funding Enhancements (HSC20034) (City Wide) (Item 10.1)**

That the City of Hamilton accept additional 100% 2020 Federal Safe Restart Funding in the amount of \$7,506,502 from the Ministry of Education (attached as Appendix "A" to Emergency and Community Services Committee Report 20-006).

**3. Emergency Shelter Services for Single Homeless Women (HSC200037) (Item 10.2)**

That Report HSC20037, respecting Emergency Shelter Services for Single Homeless Women, be received.



**FOR INFORMATION:**

**(a) APPROVAL OF AGENDA (Item 1)**

The Committee Clerk advised of the following changes to the agenda:

**5. COMMUNICATIONS (Item 5.3)**

5.3 Correspondence respecting Temporary Emergency Shelter

- (h) Damon Joo
- (i) Stephen Butson and Kazue Suzuki
- (j) Pam Summers
- (k) Karen Bradbury, Rotsaert Dental Laboratory Services Inc.
- (l) Nicole Rotsaert
- (m) Carmen Orlandis
- (n) Peter Scott
- (o) Michelle Cho
- (p) Damon Joo
- (q) Bruce Craig

Recommendation: Be received.

5.4 Correspondence respecting Research on Homelessness and Encampments

- (a) James Dunn, Department of Health, Aging and Society, Faculty of Social, Sciences, McMaster University
- (b) Mary Vaccaro, School of Social Work, Faculty of Social Sciences, McMaster University

Recommendation: Be received

5.4 Correspondence respecting Encampments

- (a) Taylor Chinn
- (b) Brianne Williams

Recommendation: Be received

The agenda for the September 10, 2020 Emergency and Community Services Committee meeting was approved, as amended.

**(b) DECLARATIONS OF INTEREST (Item 2)**

There were no declarations of interest.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)**

**(i) August 17, 2020 (Item 4.1)**

The Minutes of the August 17, 2020 meeting of the Emergency and Community Services Committee were approved, as presented.

**(d) COMMUNICATIONS (Item 4)**

The following Communications Items, were received, as presented:

**(i) Correspondence from Shannon Fuller, Assistant Deputy Minister, Ministry of Education, Early Years and Child Care Division, respecting Operational Guidance for September for Child Care and Early Years Programs (Item 5.1)**

**(ii) Correspondence from Sylvain Beauregard, respecting Stinson Community (Item 5.2)**

**(iii) Correspondence respecting Temporary Emergency Shelter (Item 5.3)**

- (a) Pam Summers
- (b) Carmen Orlandis
- (c) Christine Louise Demers
- (d) Damon Joo
- (e) Dr. Pan, Excel Dental
- (f) Michelle Cho
- (g) Edwin Lefrancois
- (h) Damon Joo
- (i) Stephen Butson and Kazue Suzuki
- (j) Pam Summers
- (k) Karen Bradbury, Rotsaert Dental Laboratory Services Inc.
- (l) Nicole Rotsaert
- (m) Carmen Orlandis
- (n) Peter Scott
- (o) Michelle Cho
- (p) Damon Joo
- (q) Bruce Craig

**(v) Correspondence respecting Research on Homelessness and Encampments (Added Item 5.4)**

- (a) James Dunn, Department of Health, Aging and Society, Faculty of Social, Sciences, McMaster University
- (b) Mary Vaccaro, School of Social Work, Faculty of Social Sciences, McMaster University

**(vi) Correspondence respecting Encampments (Added Item 5.5)**

- (a) Taylor Chinn
- (b) Brianne Williams

**(e) DELEGATION REQUESTS (Item 6)**

The Delegation Request from R. Scott Innes, respecting affordable housing for the homeless, was approved for today's meeting:

**(f) ORAL/WRITTEN DELEGATIONS (Added Item 8)**

**(i) R. Scott Innes, respecting affordable housing for the homeless (Added Item 8.1)**

R. Scott Innes addressed the Committee respecting affordable housing for the homeless, with the aid of a handout.

The Delegation from R. Scott Innes, respecting affordable housing for the homeless, was received.

**(h) DISCUSSION ITEMS**

The following item was considered by Council at the September 10, 2020 Special Council meeting:

**(i) Municipal Affairs and Housing Social Services Relief Fund Phase 2 (HSC20036) (City Wide)**

The General Manager of the Healthy and Safe Communities Department, or his designate, was authorized and directed to enter into and execute an Agreement with the Ministry of Municipal Affairs and Housing to administer the Social Services Relief Fund Phase 2 to a maximum amount of \$11,323,812 and any agreements with Community Services Provider(s), as well as any ancillary agreements, contracts, extensions and documents required to give effect thereto in a form satisfactory to the City Solicitor.

**(i) NOTICES OF MOTION**

**(i) Modular Housing**

Councillor Merulla introduced the following Notice of Motion:

- (a) That staff be directed to prepare a report (business plan) for the development of two modular housing pilot projects;
- (b) That the report include a financing strategy that leverages Provincial and Federal resources for the capital and operating costs associated with a supportive housing service delivery model;

- (c) That in consultation with Planning, Housing Services, Real Estate and other stakeholders, the report include a list of private and/or publicly owned sites for consideration;
- (d) That the report include an expedited approval and construction process to facilitate the rapid development of the project(s) within a 12 month timeframe;
- (e) That staff be directed to develop an application process whereby local housing providers can apply to design, develop and operate the project(s) in partnership with the City and other levels of government; and
- (f) That the report be presented to the Emergency and Community Services Committee for its consideration.

**(j) GENERAL INFORMATION/OTHER BUSINESS (Item 13)**

**(i) Amendments to the Outstanding Business List (Item 13.1)**

The following amendment to the Emergency and Community Services Outstanding Business List, was approved:

- (a) Items to be Removed
  - (i) Correspondence from Janice Lewis-Deeley, Board President, Native Women's Centre, respecting Mountainview Emergency Shelter Operations  
Item on OBL: 20-A  
Addressed as Item 10.2 on today's agenda

**(j) ADJOURNMENT (Item 14)**

There being no further business, the Emergency and Community Services Committee was adjourned at 2:41 p.m.

Respectfully submitted,

Councillor E. Pauls  
Chair, Emergency and Community Services  
Committee

Tamara Bates  
Legislative Coordinator  
Office of the City Clerk

Ministry of Education  
Early Years and Child Care Division

315 Front Street West, 11<sup>th</sup> floor  
Toronto ON M5V 3A4

Ministère de l'Éducation  
Division de la petite enfance et de  
la garde d'enfants

315, rue Front Ouest, 11<sup>e</sup> étage  
Toronto ON M5V 3A4



**TO:** Consolidated Municipal Service Managers and District  
Social Service Administration Boards

**FROM:** Shannon Fuller  
Assistant Deputy Minister  
Early Years and Child Care Division

**DATE:** August 14, 2020

**SUBJECT:** **Federal Safe Restart Funding (SRF) – September Reopening Plan**

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The purpose of this memo is to provide details on the federal Safe Restart Funding (SRF) that supports a shared commitment by the Ontario and Federal governments to ensure a safe, sufficient and adequate supply of child care is available to support the gradual return to work of parents as the economy reopens.

The Government of Canada has committed to provide \$625M in new funding nationwide to help the child care sector adapt to the COVID-19 environment and address the unique needs stemming from the pandemic. In Ontario, SRF will provide \$234.6M in new funding and will complement existing provincial investments to help parents, families and communities so that parents can return to work with confidence.

### **Safe Restart Funding**

The SRF will be provided through CMSMs and DSSABs for child care and EarlyON, through First Nations for child care and Child & Family Programs on reserve and directly from the Ministry of Education for child care centres without a purchase of service agreement. The investment will consist of two components:

- Funding will be used by the Province to procure and deliver face coverings directly to operators and licensed home child care agencies across Ontario in order to comply with the Ministry's reopening operational guidance. Further details were provided in the memo dated August 13, 2020 from Shannon Fuller.
- In addition to face coverings, funding will be provided through CMSMs and DSSABs to operators which can be used for additional personal protective equipment (PPE, such as gloves, gowns, etc.), enhanced cleaning, additional staff to meet health and safety requirements, support for short term vacancies

as operators transition to return to full capacity, and minor capital required in accordance with Ministry's reopening operational guidance or local public health requirements.

SRF will be provided through CMSMs/DSSABs for operators that have a purchase of service agreement for general operating and/or fee subsidies as well as EarlyON Child and Family Centres. CMSMs/DSSABs will work directly with child care operators in their area. Funding has been allocated to CMSMs/DSSABs proportionally based on their total 2020 child care and EarlyON allocations (per the October 2019 budget schedules). See Appendix A for further details. These funds are intended to be spent by December 31, 2020.

Child care operators who do not have a purchase of service agreement will receive funding support directly from the province for SRF. Not having a purchase of service agreement is defined as not having a purchase of service agreement for general operating and/or fee subsidy funding with a CMSM/DSSAB.

### **Reporting**

CMSMs/DSSABs will be required to track and monitor expenditures as well as service data including the number of licensed child care centres and licenced spaces, the number of EarlyON Child and Family Centres and the number of licensed home child care agencies and homes supported by SRF. CMSMs/DSSABs will report back on SRF as part of the 2020 Financial Statement submissions in the Education Finance Information System (EFIS).

### **Next Steps**

Thank you for your partnership and continued collaboration at all levels, and please let us know how we can continue to provide support, as we safely return to full capacity in our child care centres and begin reopening Child & Family Centres throughout the province.

Thank you,

Shannon Fuller

**Appendix A: Federal Safe Restart Funding Allocations**

CMSM/DSSAB	2020 SRF Allocation (\$)
Corporation of the City of Brantford	1,439,159
City of Cornwall	1,256,204
City of Greater Sudbury	2,525,683
The City of Hamilton	7,506,502
Corporation of the City of Kawartha Lakes	824,267
Corporation of the City of Kingston	1,614,170
Corporation of the City of London	5,304,174
City of Ottawa	13,381,762
Corporation of the City of Peterborough	1,401,339
Corporation of the City of St. Thomas	1,005,052
Corporation of the City of Stratford	698,427
City of Toronto	47,545,885
Corporation of the City of Windsor	4,659,556
Corporation of the County of Bruce	703,088
Corporation of the County of Dufferin	590,555
Corporation of the County of Grey	954,328
Corporation of the County of Hastings	1,396,734
Corporation of the County of Huron	604,346
Corporation of the County of Lambton	1,873,478
County of Lanark	732,669
County of Lennox & Addington	612,144
County of Northumberland	736,189
County of Oxford	930,815
County of Renfrew	978,947
County of Simcoe	4,326,979
County of Wellington	2,155,034
District Municipality of Muskoka	602,460
Corporation of the Municipality of Chatham-Kent	1,659,676
The Corporation of Norfolk County	948,208
Regional Municipality of Durham	6,811,867
Regional Municipality of Halton	5,578,664
Regional Municipality of Niagara	4,532,998
Regional Municipality of Peel	17,841,056
Regional Municipality of Waterloo	5,719,638
Regional Municipality of York	14,239,708
United Counties of Leeds & Grenville	899,523

CMSM/DSSAB	2020 SRF Allocation (\$)
United Counties of Prescott & Russell	1,113,751
Algoma District Services Administration Board	659,839
District of Cochrane Social Service Administration Board	1,321,710
District of Nipissing Social Services Administration Board	1,360,071
District of Parry Sound Social Services Administration Board	700,757
District of Sault Ste Marie Social Services Administration Board	988,325
District of Timiskaming Social Services Administration Board	876,839
Kenora District Services Board	927,871
Manitoulin-Sudbury District Social Services Administration Board	894,181
Rainy River District Social Services Administration Board	518,831
District of Thunder Bay Social Services Administration Board	1,800,039
<b>Provincial Total</b>	<b>175,753,498</b>





## **PUBLIC WORKS COMMITTEE REPORT 20-007**

1:30 p.m.  
Friday, September 11, 2020  
Council Chambers  
Hamilton City Hall  
71 Main Street West

**Present:** Councillors J.P. Danko (Chair), S. Merulla (Vice-Chair), C. Collins, J. Farr, L. Ferguson, T. Jackson, N. Nann, E. Pauls, M. Pearson, A. VanderBeek and T. Whitehead

**Also Present:** Mayor F. Eisenberger and Councillor M. Wilson

### **THE PUBLIC WORKS COMMITTEE PRESENTS REPORT 20-007 AND RESPECTFULLY RECOMMENDS:**

**1. Correspondence from Danielle Hudson, resigning from the Keep Hamilton Clean and Green Committee (Item 4.1)**

That the correspondence from Danielle Hudson, resigning from the Keep Hamilton Clean and Green Committee, be received and that the Interview Sub-Committee to the Public Works Committee be reconvened to review original applicants for the 2018-2022 term to the Keep Hamilton Clean and Green Committee to replace the member.

**2. Consent Items (Item 6)**

(a) That Consent Items 6.1 to 6.3 be received, as presented:

**(i) Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton (PED20025) (City Wide) (Item 6.1)**

That Report PED20025, respecting Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton, be received.

**(ii) Cycling Accommodation During Construction Detours (PED20147/PW20056) (City Wide) (Item 6.2)**

That Report PED20147/PW20056, respecting Cycling Accommodation During Construction Detours, be received.

**(iii) Waste Management Advisory Committee Minutes - February 3, 2020 (Item 6.3)**

That the Minutes of the February 3, 2020 meeting of the Waste Management Advisory Committee, be received.

**3. Complete Streets Report (Ward 14) (Item 10.1)**

WHEREAS, Vision Zero and Complete Streets principles are used in the City of Hamilton to provide a safer environment for all road users;

WHEREAS, the Ward 14 office has requested a review of designated neighbourhoods with a focus on Traffic Calming Initiatives at problem locations and to provide a guideline for safety enhancements given the road width, classification, surrounding land use, proximity to schools/playgrounds, access roads from arterials, on-street parking and other considerations; and,

WHEREAS, staff do not have the internal resources to provide a comprehensive report of all designated neighbourhoods in Ward 14;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to retain a consultant to undertake a review of designated Ward 14 neighbourhoods with the intent of providing a Complete Streets report identifying areas of concerns and recommendations to provide a safer environment for all road users based on Vision Zero and Complete Streets principles, to be funded from the Ward 14 Area Rating Reserve Fund (108064) to an upset limit of \$149,999, as per the Purchasing Policy for Roster Assignments; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

**4. Traffic Island Beautification at Upper Gage Avenue and the Lincoln M. Alexander Parkway (Ward 6) (Item 10.2)**

WHEREAS, there is interest from Ward 6 residents to convert two traffic islands to allow for the installation of irrigation and annual plant material to beautify the roadway;

WHEREAS, floral beautification of traffic islands and medians is appreciated by residents and visitors to the City of Hamilton;

WHEREAS, floral beautification increases the public profile of the City of Hamilton; and,

WHEREAS, there is currently no funding for the proposed enhancement;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to convert two existing traffic islands to floral traffic islands for beautification at Upper Gage Avenue and the Lincoln M. Alexander Parkway, at a cost of \$86,000, to be funded from the Ward 6 Capital Reinvestment Discretionary Account (3301909600);
- (b) That \$10,397 for the annual planting, irrigation and maintenance as well as 0.16 FTE for the two locations, be included in the Public Works Department's 2021 annual base operating budget; and,
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

**5. Repair of Valley Inn Road Bridge #457 (Ward 1) (Added Item 10.3)**

WHEREAS, the Patrick J. McNally Charitable Foundation (the "McNally Foundation") has offered to donate funds up to a maximum amount of One Million Dollars (the "Donation") to the City to be used to pay for repairs to the Valley Inn Road Bridge #457 (the "Project");

WHEREAS, the McNally Foundation has expressed the hope that the Project shall be completed as soon as possible following the completion of normal tendering processes;

WHEREAS, the Valley Inn Road Bridge #457 is jointly owned by the City of Hamilton and the City of Burlington; and,

WHEREAS, Council wishes to authorize the Project on the conditions outlined below;

THEREFORE, BE IT RESOLVED:

- (a) That the Mayor, on behalf of the City, be requested to formally thank the McNally Foundation for its Donation of up to a maximum amount of One Million Dollars to the City to be used to pay for repairs to the Valley Inn Road Bridge #457;

- (b) That the acceptance of the McNally Foundation Donation be approved to fund the repairs of the Valley Inn Road Bridge #457 on the following conditions:
  - (i) the McNally Foundation shall reimburse the City for its costs for the actual repairs to the bridge when the Project has been completed, and that pending the receipt of the Donation the City Treasurer shall use such interim funding sources as he may identify;
  - (ii) tendering of the Project shall occur in accordance with the City's Procurement Policy, procedures and requirements;
  - (iii) the General Manager of Public Works, or their designate, be authorized to award any tenders for the Project provided the cost of the Project, including the net amount of all applicable taxes, does not exceed the maximum Donation amount;
  - (iv) the City of Burlington consents to, and authorizes, completion of those components of the Project to be completed on Burlington's lands, property and assets; and,
  - (v) the City of Hamilton obtains all necessary permissions, permits and approvals on conditions acceptable to the General Manager of Public Works, or their designate, on a timely basis;
- (c) That the General Manager of Public Works, or their designate, be authorized and directed to negotiate, enter into and execute, on behalf of the City, all agreements, permissions, consents and ancillary documents required to give effect thereto, including the acceptance of the McNally Foundation Donation of up to a maximum amount of One Million Dollars to the City to be used to pay for repairs to the Valley Inn Road Bridge #457, each in a form satisfactory to the City Solicitor.

**6. Service Provider Update (LS20024/PW20057) (City Wide) (Item 13.1)**

- (a) That Report LS20024/PW20057, respecting a Service Provider Update, be received; and,
- (b) That Report LS20024/PW20057, respecting a Service Provider Update, remain confidential.

**FOR INFORMATION:**

**(a) CHANGES TO THE AGENDA (Item 1)**

The Committee Clerk advised of the following changes to the agenda:

**5. DELEGATION REQUESTS (Item 5)**

5.1 Alex Beer respecting a Petition Against the Lane Reductions on Aberdeen Avenue from Dundurn Street South to Queen Street South (for a future meeting)

5.1(a) Added Petition

5.2 Graham McNally respecting Support for Traffic Calming on Aberdeen Avenue (for a future meeting)

5.3 Ned Nolan respecting Support for Traffic Calming on Aberdeen Avenue (for a future meeting)

5.4 Leah Fuller respecting Support for Traffic Calming on Aberdeen Avenue (for a future meeting)

**7. PUBLIC HEARINGS / WRITTEN DELEGATIONS / VIRTUAL DELEGATIONS (Item 7)**

7.1 Written Delegation from the Hamilton Cycling Committee, respecting Item 6.2 - Cycling Accommodation During Construction Detours (PED20147/PW20056)

Recommendation: Be received and referred to the consideration of Item 6.2.

**11. NOTICES OF MOTION (Item 11)**

11.1 Repair of Valley Inn Road Bridge #457 (Ward 1)

**CHANGE TO THE ORDER OF ITEMS:**

Item 11.1, respecting the Repair of Valley Inn Road Bridge #457 (Ward 1), is to be considered immediately following the Approval of Minutes of the Previous Meeting.

Item 7.1, respecting the Written Delegation from the Hamilton Cycling Committee, is to be considered immediately preceding the Consent Items.

The agenda for the September 11, 2020 Public Works Committee meeting was approved, as amended.

**(b) DECLARATIONS OF INTEREST (Item 2)**

There were no declarations of interest.

**(c) APPROVAL OF MINUTES OF THE PREVIOUS MEETING (Item 3)**

**(i) August 12, 2020 (Item 3.1)**

The Minutes of the August 12, 2020 meeting of the Public Works Committee were approved, as presented.

**(d) DELEGATION REQUESTS (Item 5)**

(a) The following delegation requests were approved for today's meeting:

- (i) Alex Beer respecting a Petition Against the Lane Reductions on Aberdeen Avenue from Dundurn Street South to Queen Street South (Item 5.1 and 5.1(a) – Petition)
- (ii) Graham McNally respecting Support for Traffic Calming on Aberdeen Avenue (Added Item 5.2)
- (iii) Ned Nolan respecting Support for Traffic Calming on Aberdeen Avenue (Added Item 5.3)
- (iv) Leah Fuller respecting Support for Traffic Calming on Aberdeen Avenue (Added Item 5.4)

For further disposition of this matter, refer to Items (e)(ii) – (e)(v).

**(e) PUBLIC HEARINGS / WRITTEN DELEGATIONS / VIRTUAL DELEGATIONS (Item 7)**

**(i) Written Delegation from the Hamilton Cycling Committee, respecting Item 6.2 - Cycling Accommodation During Construction Detours (PED20147/PW20056) (Added Item 7.1)**

The Written Delegation from the Hamilton Cycling Committee, respecting Item 6.2 - Cycling Accommodation During Construction Detours (PED20147/PW20056), was received and referred to the consideration of Item 8.6.

For further disposition of this matter, refer to Item 2(a)(ii).

The following virtual delegations, respecting Aberdeen Avenue, were received:

**(ii) Alex Beer respecting a Petition Against the Lane Reductions on Aberdeen Avenue from Dundurn Street South to Queen Street South (Added Item 7.2)**

- (iii) **Graham McNally respecting Support for Traffic Calming on Aberdeen Avenue (Added Item 7.3)**
- (iv) **Ned Nolan respecting Support for Traffic Calming on Aberdeen Avenue (Added Item 7.4)**
- (v) **Leah Fuller respecting Support for Traffic Calming on Aberdeen Avenue (Added Item 7.5)**

Councillor Danko, Chair of the Public Works Committee, ruled that Councillor Whitehead's deliberation of Council ratified decisions was out of order.

Councillor Whitehead challenged the Chair's ruling. Upon issuing the challenge, the appeal was voted upon (electronic vote below) and the Chair's ruling was overturned. Councillor Whitehead then spoke to Council ratified decisions.

**(f) NOTICES OF MOTION (Item 11)**

**(i) Repair of Valley Inn Road Bridge #457 (Ward 1) (Added Item 11.1)**

The Rules of Order were waived to allow for the introduction of a Motion respecting the Repair of Valley Inn Road Bridge #457 (Ward 1).

For further disposition of this matter, refer to Item 5.

**(g) GENERAL INFORMATION / OTHER BUSINESS (Item 12)**

**(i) Amendments to the Outstanding Business List (Item 12.1)**

The following amendments to the Public Works Committee's Outstanding Business List, were approved:

- (a) Items Considered Complete and Needing to be Removed:
  - (i) Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton Addressed as Item 6.1 on today's agenda – Report PED20025  
Item on OBL: AAJ
  - (ii) Review of Cycle Hamilton Recommendations Respecting the Cannon Street Resurfacing Project Addressed as Item 6.2 on today's agenda – Report PED20147/PW20056  
Item on OBL: AAD

- (b) Items Requiring a New Due Date:
- (i) Certificate of Recognition (COR™) Program  
Item on OBL: AQ  
Current Due Date: October 5, 2020  
Proposed New Due Date: Q1 2021
  - (ii) Operations and Maintenance of the Central Composting Facility  
Item on OBL: AV  
Current Due Date: October 19, 2020  
Proposed New Due Date: December 7, 2020
  - (iii) Airport Employment Growth District (AEGD) Servicing Update  
Item on OBL: AAI  
Current Due Date: September 11, 2020  
Proposed New Due Date: October 19, 2020

**(h) PRIVATE AND CONFIDENTIAL (Item 13)**

Committee moved into Closed Session respecting Item 13.1, pursuant to Section 8.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 18-270, as amended, and Section 239(2), Subsections (e), (f) and (k) of the *Ontario Municipal Act, 2001*, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

**(i) Service Provider Update (LS20024/PW20057) (City Wide) (Item 13.1)**

For disposition of this matter, refer to Item 6.

**(i) ADJOURNMENT (Item 14)**

There being no further business, the Public Works Committee was adjourned at 5:48 p.m.

Respectfully submitted,

Councillor J.P. Danko  
Chair, Public Works Committee



Alicia Davenport  
Legislative Coordinator  
Office of the City Clerk

# CITY OF HAMILTON MOTION

Council: September 16, 2020

**MOVED BY COUNCILLOR B. CLARK.....**

**SECONDED BY COUNCILLOR.....**

**Municipal By-Law to Prohibit Off-Road Vehicles on Highways Within the City of Hamilton**

WHEREAS there has been an increase of off-road vehicles, specifically ATVs on municipal highways creating safety issues for the community;

WHEREAS there has been an increase of off-road vehicles driving on private property resulting in property damage;

WHEREAS Bill 107, Getting Ontario Moving Act (Transportation Statue Law Amendment), 2019 made amendments to the *Highway Traffic Act*, respecting road safety and other matters;

WHEREAS one the of amendments to the *Highway Traffic Act* through, Bill 107 allows for municipalities to pass a by-law to prohibiting the operation of off-road vehicles on highways within the municipality.

**THEREFORE BE IT RESOLVED:**

That Licensing and Bylaw Services and Legal staff be directed to draft a municipal by-law to prohibit off-road vehicles on highways within the City of Hamilton and have staff explore the option of a prohibition of off-road vehicles driving on private property without permission.

**Authority:** Item 6, Public Works Committee  
Report 20-004 (PW20021)  
CM: June 24, 2020  
Ward: 13

**Bill No. 188**

## **CITY OF HAMILTON**

### **BY-LAW NO. 20-**

#### **To Impose a Sanitary Sewer Charge Upon Owners of Lands Known as Hopkins Court, from York Road to Ernest Street, in the City of Hamilton**

**WHEREAS** the Council of the City of Hamilton authorized the construction of a sanitary sewer on Hopkins Court, from York Road to Ernest Street, in the City of Hamilton, by approving Item 5.9 of Public Works Committee Report 20-004 (Report PW20021) (the "Sewer Works");

**WHEREAS** pursuant to the Funding Methodology for Municipal Infrastructure Extensions Policy approved by the Council on September 26, 2007 (Item 17 of Public Works Committee Report (TOE02005b/FCS02026b/PED07248), the Council of the City of Hamilton also authorized the full cost recovery for the construction of the Sewer Works, by imposing a Sanitary Sewer Charge on the owners of land who benefit from the Sewer Works (the "Sewer Charges");

**WHEREAS** the said Sewer Charges are imposed pursuant to Part XII of the Municipal Act, S.O. 2001, c. 25 as amended and pursuant to section 14 of The City of Hamilton Act, 1999, S.O., 1999, c. 14, Schedule C as amended;

**WHEREAS** the estimated construction cost of the Sewer Works, including one sanitary private drain connection for each property, to be recovered from benefiting properties is \$215,131.12.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. Sewer Charges are imposed upon the owners or occupants of land who benefit from the construction of the Sewer Works (the "Assessed Owners").
2. The Assessed Owners' lands and the estimated Sewer Charges are more particularly described in Schedule "A", which Schedule is attached to and forms part of this By-law.
3. The Sewer Charges have been established using the approved method for cost apportionment per City of Hamilton Report TOE02005b/FCS02026b/PED07248, (Funding Methodology for Municipal Infrastructure Extensions Review and Update), at an estimated cost of \$26,891.39 which includes one sanitary private drain connection attributable to each Assessed Owner of an existing lot. The Sewer Charges shall be indexed in accordance with the percentage change in the

composite Canadata Construction Cost Index (Ontario Series) commencing from the completion date of construction to the date of payment.

- 4. The amount resulting from the application of the Sewer Charges (the “Indebtedness”) shall be due upon completion of the Sewer Works.
- 5. The Assessed Owners have the option of paying the Indebtedness by way of annual payments over a period of 15 years by entry on the tax roll, to be collected in the same manner as municipal taxes. The interest rate utilized for the 15-year payment shall be the City of Hamilton’s then-current 15 year borrowing rate (2020 rate: 3.00%).
- 6. Notwithstanding Section 5, an Assessed Owner of a parcel described in Schedule “A” may pay the commuted value of the Indebtedness without penalty, but including interest, at any time.
- 7. Unpaid Sewer Charges constitute a debt to the City and may be added to the tax roll and collected in the same manner as municipal taxes.
- 8. If any provision or requirement by this By-law, or the application of it to any person, shall to any extent be held to be invalid or unenforceable by any court of competent jurisdiction, the remainder of the By-law, or the application of it to all persons other than those in respect of whom it is held to be invalid or unenforceable, shall not be affected, and each provision and requirement of this By-law be separately valid and enforceable.
- 9. This By-law comes into force the day following the date of its passing.

**PASSED** this 16<sup>th</sup> day of September 2020.

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk

Schedule "A" to By-law No. 20-188

Hopkins Court  
Sanitary Sewer including Sanitary Private Drain Connections on Hopkins Court from York Road to Ernest Street.

**Sewer Charges**

<b>Property Address</b>	<b>Estimated Sanitary Sewer Including One Private Drain Connection</b>
69 Hopkins Court	\$ 26,891.39
73 Hopkins Court	\$ 26,891.39
74 Hopkins Court	\$ 26,891.39
77 Hopkins Court	\$ 26,891.39
78 Hopkins Court	\$ 26,891.39
81 Hopkins Court	\$ 26,891.39
83 Hopkins Court	\$ 26,891.39
84 Hopkins Court	\$ 26,891.39
<b>TOTAL</b>	<b>\$215,131.12</b>

Note:  
Any additional sewer laterals, water services and upgrade services requested by a property owner shall be paid for by the property owner prior to construction and will be installed solely at risk of the property owner. It will be made clear to the property owner that the City is making no representations whatsoever about the likelihood of any future development applications.

**Authority:** Item 2, Planning Committee  
Report 20-009 (PED20145)  
CM: September 16, 2020  
Ward: 12  
**Bill No. 189**

**CITY OF HAMILTON**  
**BY-LAW NO. 20-**

**To Establish City of Hamilton Land**  
**Described as Parts 1 and 2 on Plan 62R-18324, Parts 2, 3, 4, and 6 on Plan 62R-18588 and Parts 1, 2, and 3 on Plan 62R-20075 as Part of Cormorant Road**

**WHEREAS** sections 8, 9 and 10 of the *Municipal Act, 2001* authorize the City of Hamilton to pass by-laws necessary or desirable for municipal purposes, and in particular by-laws with respect to highways; and

**WHEREAS** section 31(2) of the *Municipal Act, 2001* provides that land may only become a highway by virtue of a by-law establishing the highway.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. The land, owned by and located in the City of Hamilton, described as Parts 1 and 2 on Plan 62R-18324, Parts 2, 3, 4, and 6 on Plan 62R-18588 and Parts 1, 2, and 3 on Plan 62R-20075, is established as a public highway to form part of Cormorant Road.
2. The General Manager of Public Works or their authorized agent is authorized to establish the said land as a public highway.
3. This By-law comes into force on the date of its registration in the Land Registry Office (No. 62).

**PASSED** this 16<sup>th</sup> day of September, 2020.

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk

**Authority:** Item 31, Economic Development  
and Planning Committee  
Report 06-005  
CM: April 12, 2006  
Ward: 15

**Bill No. 190**

## **CITY OF HAMILTON**

### **BY-LAW NO. 20-**

#### **To Amend Zoning By-law No. 05-200, as amended by By-law No. 18-261, respecting lands located at 5 Hamilton Street North, Flamborough**

**WHEREAS** the first stage of the new Zoning By-law, being By-law No. 05-200, came into force on the 25<sup>th</sup> day of May, 2005; and,

**WHEREAS** the Council of the City of Hamilton, in adopting Section 31 of Report 06-005 of the Planning and Economic Development Committee at its meeting held on the 12<sup>th</sup> day of April, 2006, recommended that the Director of Development and Real Estate be authorized to give notice and prepare by-laws for presentation to Council, to remove the "H" Holding provision from By-laws where the conditions have been met.

**AND WHEREAS** the conditions of Holding Provision 106 for the lands located at 5 Hamilton Street North, Flamborough have been satisfied;

**NOW THEREFORE** the Council of the City of Hamilton amends Zoning By-law No. 05-200 as follows:

1. That Map No. 482 of Schedule "A" – Zoning Maps is amended by changing the zoning from the Mixed Use – Medium Density (C5, 700, H106) Zone to the Mixed Use – Medium Density (C5, 700) Zone for the lands identified in the Location Map attached as Schedule "A" to this By-law.
2. That Schedule "D" – Holding Provisions is amended by deleting Holding Provision 106.
3. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.

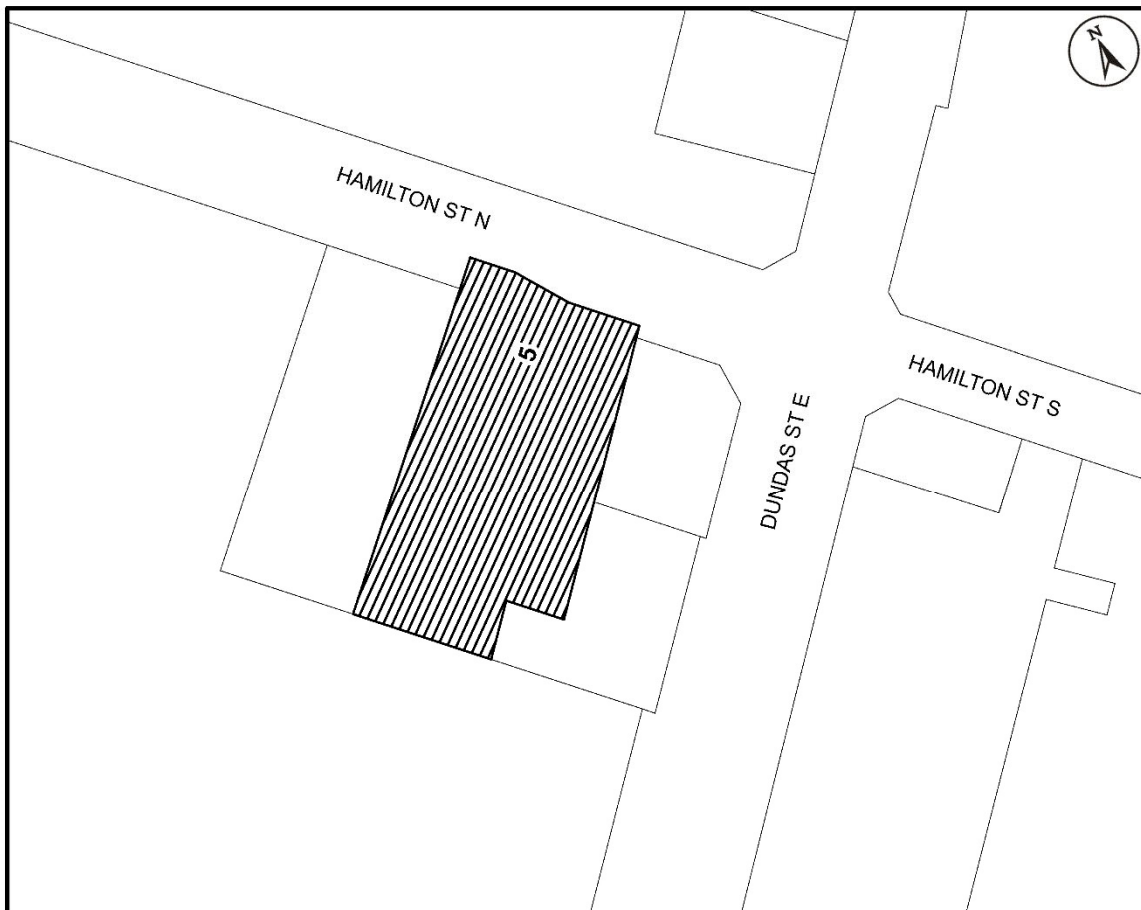
**PASSED** this 16<sup>th</sup> day of September 2020.

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk



This is Schedule "A" to By-law No. 20-  Passed the ..... day of ....., 2020	----- <p style="text-align: center;">Mayor</p> ----- <p style="text-align: center;">Clerk</p> -----
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<h2 style="margin: 0;">Schedule "A"</h2> <p style="margin: 5px 0 0 0;">Map forming Part of By-law No. 20-_____</p> <p style="margin: 10px 0 0 0;">to Amend By-law No. 05-200 Map 482</p>	<p><b>Subject Property</b> 5 Hamilton Street North, Flamborough</p> <p> Change in Zoning from Mixed – Use Medium Density (C5, 700, H106) Zone to the Mixed Use – Medium Density (C5, 700) Zone</p>
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<b>Scale:</b> N.T.S.	<b>File Name/Number:</b> ZAH-19-018	
<b>Date:</b> August 27, 2020	<b>Planner/Technician:</b> EM/NB	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		



**Authority:** Item 5, Planning Committee  
Report: 20-007 (PED20084)  
CM: September 16, 2020  
Ward: 8

**Bill No. 191**

**CITY OF HAMILTON**

**BY-LAW NO. 20-**

**To Adopt:**

**Official Plan Amendment No. 137 to the  
Urban Hamilton Official Plan**

**Respecting:**

**1477 Upper James Street and 221 Genoa Drive  
(Hamilton)**

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. Amendment No. 137 to the Urban Hamilton Official Plan consisting of Schedule "1", hereto annexed and forming part of this by-law, is hereby adopted.

**PASSED** this 16th day of September, 2020.

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk

## Urban Hamilton Official Plan Amendment No. 137

The following text, together with Appendix “A” – Volume 3: Map 2 – Urban Site Specific Key Map, attached hereto, constitutes Official Plan Amendment No. 137 to the Urban Hamilton Official Plan.

### 1.0 Purpose and Effect:

The purpose and effect of this Amendment is to establish an Urban Site Specific Policy to permit a minimum net residential density of 40 units per hectare within a medium density residential area of the Neighbourhoods Designation.

### 2.0 Location:

The lands affected by this Amendment are known municipally as 1477 Upper James Street and 221 Genoa Drive, in the former City of Hamilton.

### 3.0 Basis:

The basis for permitting this Amendment is:

- The proposal satisfies all characteristics and requirements of the medium density residential polices, save and except the permitted use policies;
- The proposed Amendment is compatible with the existing and planned development in the immediate area; and,
- The proposed Amendment is consistent with the Provincial Policy Statement, 2020 and conforms to A Place to Grow Plan, 2019, as amended.

#### 4.0 Actual Changes:

#### 4.1 Volume 3 – Special Policy Areas, Area Specific Policies, and Site Specific Policies

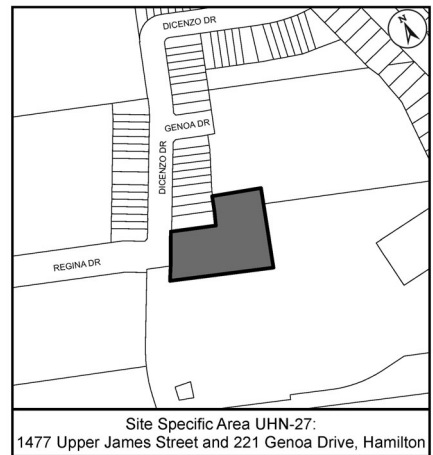
##### **Text**

##### 4.1.1 Chapter C – Urban Site Specific Policies

- a. That Volume 3, Chapter C – Urban Site Specific Policies be amended by adding a new Site Specific Policy, as follows:

**“UHN-27      Lands Located at 1477 Upper James Street and 221 Genoa Drive, former City of Hamilton**

Notwithstanding Policy E.3.5.7 of Volume 1, for lands located at 1477 Upper James Street and 221 Genoa Drive, the *net residential density* for medium density residential uses shall be greater than 40 units per hectare and not greater than 100 units per hectare.”



##### **Maps and Appendices**

##### 4.1.2 Maps

- a. That Volume 3: Map 2 – Urban Site Specific Key Map be amended by identifying the subject lands as UHN-27, as shown on Appendix “A”, attached to this Amendment.

**5.0 Implementation:**

An implementing Zoning By-Law Amendment and Site Plan will give effect to the intended uses on the subject lands.

This Official Plan Amendment is Schedule "1" to By-law No. 20-191 passed on the 16<sup>th</sup> day of September, 2020.

**The  
City of Hamilton**


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F. Eisenberger  
MAYOR

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A. Holland  
CITY CLERK

Appendix A  
 APPROVED Amendment No. 137  
 to the Urban Hamilton Official Plan

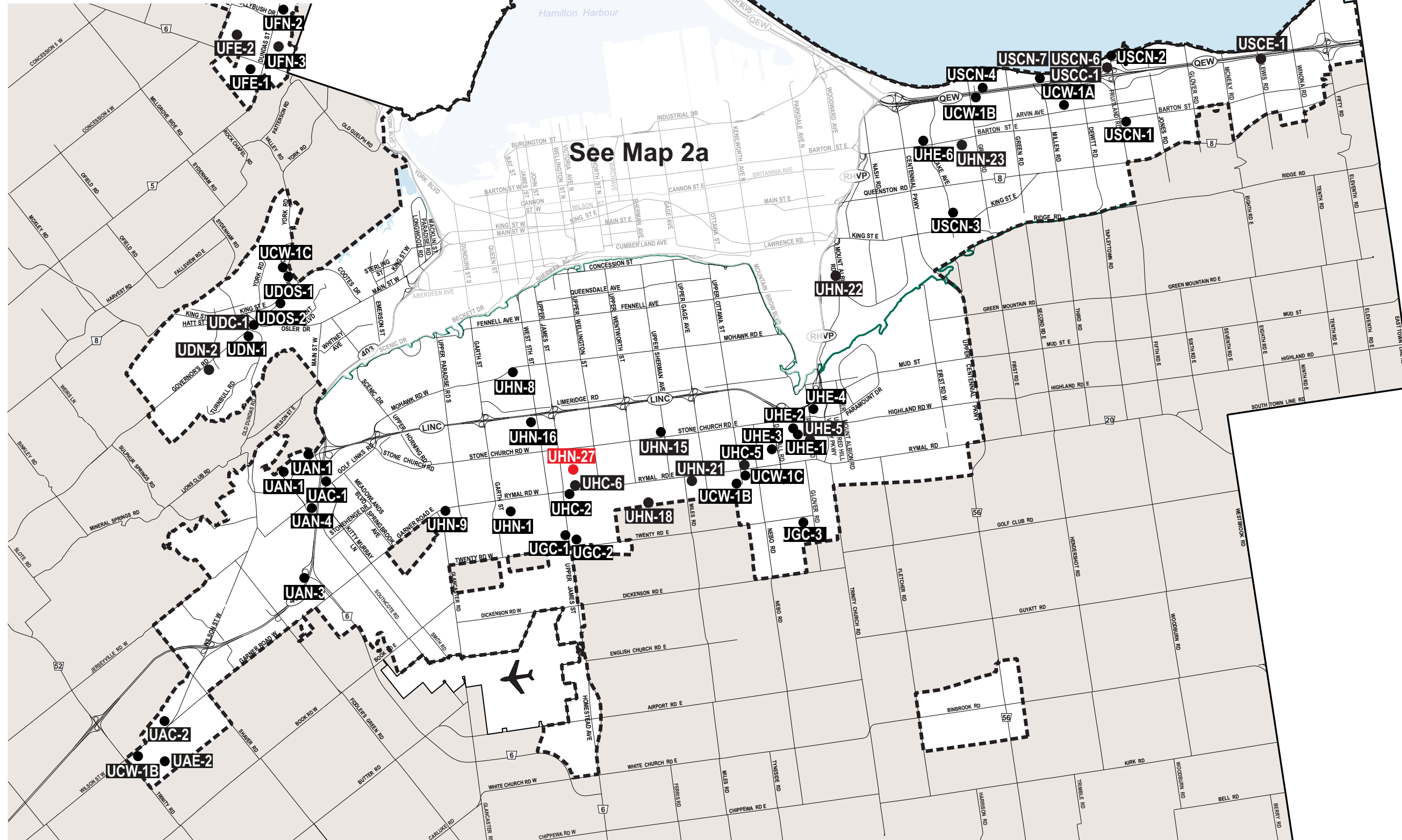
 Lands to be identified as  
 Site Specific Area UHN-27

(1477 Upper James Street and 221 Genoa Drive, Hamilton)

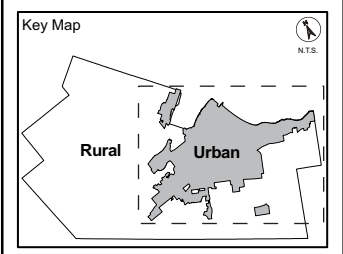
Date:  
 September 1, 2020

Revised By:  
 MD/NB

Reference File No.:  
 OPA-U-137(H)










See Map 2a



Note: For Rural Site Specific Areas, refer to Volume 3: Appendix A of the Rural Hamilton Official Plan.

**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1

- Legend**
-  Site Specific Areas (SSA)
  -  Refers to Urban Site Specific Area #, Volume 3, Chapter B
- Other Features**
-  Rural Area
  -  John C. Munro Hamilton International Airport
  -  Niagara Escarpment
  -  Urban Boundary
  -  Municipal Boundary

Council Adoption: July 9, 2009  
 Ministerial Approval: March 16, 2011  
 Effective Date: August 16, 2013

**Urban Hamilton Official Plan  
 Volume 3: Map 2  
 Urban Site Specific Key Map**



**Authority:** Item 5, Planning Committee  
Report 20-007 (PED20084)  
CM: September 16, 2020  
Ward: 8

**Bill No. 192**

## **CITY OF HAMILTON**

### **BY-LAW NO. 20-**

#### **To Amend Zoning By-law No. 6593 Respecting Lands Known as 1477 & 1443 Upper James Street and 221 Genoa Drive, Hamilton**

**WHEREAS** the *City of Hamilton Act, 1999*, Statutes of Ontario, 1999 Chap. 14, Schedule C. did incorporate, as of January 1, 2001, the municipality “City of Hamilton”;

**AND WHEREAS** the City of Hamilton is the successor to certain area municipalities, including the former municipality known as the “The Corporation of the City of Hamilton” and is the successor to the former regional municipality, namely, “The Regional Municipality of Hamilton-Wentworth”;

**AND WHEREAS** the *City of Hamilton Act, 1999* provides that the Zoning By-laws and Official Plans of the former area municipalities and the Official Plan of the former regional municipality continue in full force in the City of Hamilton until subsequently amended or repealed by the Council of the City of Hamilton;

**AND WHEREAS** the Council of The Corporation of the City of Hamilton passed Zoning By-law No. 6593 (Hamilton) on the 25th day of July 1950, which by-law was approved by the Ontario Municipal Board by Order dated the 7th day of December 1951 (File No. P.F.C. 3821);

**AND WHEREAS** the Council of the City of Hamilton, in adopting Item 5 of Report 20-007 of the Planning Committee, at its meeting held on the 21<sup>st</sup> day of August 2020, recommended that Zoning By-law No. 6593 (Hamilton), be amended as hereinafter provided; and,

**AND WHEREAS** this By-law is in conformity with the Urban Hamilton Official Plan of the City of Hamilton upon finalization of OPA No. 137;

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Sheet No. E9d of the District Maps, appended to and forming part of Zoning By-law No. 6593 (Hamilton), as amended, is further amended as follows:
  - a. By changing the zoning from the “RT-30” (Street – Townhouse) District to the “D/S-1801” (Urban Protected Residential – One and Two Family Dwellings) District, Modified (Block 1);
  - b. By changing the zoning from the “D/S-1395” (Urban Protected Residential – One and Two Family Dwellings) District, Modified to the “D/S-1801” (Urban

- Protected Residential – One and Two Family Dwellings) District, Modified (Block 2);
- c. By changing the zoning from the “AA” (Agricultural) District to the “D/S-1801” (Urban Protected Residential – One and Two Family Dwellings) District, Modified (Block 3);
  - d. By changing the zoning from the “C/S-1788” (Urban Protected Residential) District, Modified to the “D/S-1801” (Urban Protected Residential – One and Two Family Dwellings) District, Modified (Block 4);
  - e. By changing the zoning from the “C/S-1788” (Urban Protected Residential) District, Modified to the “D/S-1801” (Urban Protected Residential – One and Two Family Dwellings) District, Modified (Block 5);
  - f. By changing the zoning from the “C/S-1788” (Urban Protected Residential) District, Modified to the “RT-30/S-1801” (Street – Townhouse) District, Modified (Block 6);
  - g. By changing the zoning from the “D/S-1395” (Urban Protected Residential – One and Two Family Dwellings) District, Modified to the “RT-30/S-1801” (Street – Townhouse) District, Modified (Block 7);
  - h. By changing the zoning from the “RT-30” (Street – Townhouse) District to the “RT-30/S-1801” (Street – Townhouse) District, Modified (Block 8);
  - i. By changing the zoning from the “D/S-1395” (Urban Protected Residential – One and Two Family Dwellings) District, Modified to the “RT-30/S-1801” (Street – Townhouse) District, Modified (Block 9);
  - j. By changing the zoning from the “RT-30” (Street – Townhouse) District to the “RT-30/S-1801” (Street – Townhouse) District, Modified (Block 10);
  - k. By changing the zoning from the “D/S-1395” (Urban Protected Residential – One and Two Family Dwellings) District, Modified to the “RT-30/S-1801” (Street – Townhouse) District, Modified (Block 11);
  - l. By changing the zoning from the “AA” (Agricultural) District to the “RT-30/S-1801” (Street – Townhouse) District, Modified (Block 12);
  - m. By changing the zoning from the “C/S-1788” (Urban Protected Residential) District, Modified to the “RT-30/S-1801” (Street – Townhouse) District, Modified (Block 13);
  - n. By changing the zoning from the “D/S-1395” (Urban Protected Residential – One and Two Family Dwellings) District, Modified to the “RT-30/S-1801” (Street – Townhouse) District, Modified (Block 14);

- o. By changing the zoning from the “D/S-1395” (Urban Protected Residential – One and Two Family Dwellings) District, Modified to the “RT-20/S-1801” (Townhouse – Maisonette) District, Modified (Block 15);
- p. By changing the zoning from the “AA” (Agricultural) District to the “RT-20/S-1801” (Townhouse – Maisonette) District, Modified (Block 16);
- q. By changing the zoning from the “C/S-1788” (Urban Protected Residential) District, Modified to the “RT-20/S-1801” (Townhouse – Maisonette) District, Modified (Block 17);
- r. By changing the zoning from the “AA” (Agricultural) District to the “C/S-1788” (Urban Protected Residential) District, Modified (Block 18); and,
- s. By changing the zoning from the “C/S-1788” (Urban Protected Residential) District, Modified to the “C/S-1801”-‘H’ (Urban Protected Residential) District, Modified, Holding (Block 19);

on the land the extent and boundaries of which are shown on a plan hereto annexed as Schedule “A” and forming part of this By-law.

- 2. That the “D” (Urban Protected Residential – One and Two Family Dwellings) District regulations, as contained in Section 10 of Zoning By-law No. 6593, applicable to the land comprised in Blocks 1-5, be modified to include the following special requirements:
  - a. That notwithstanding Section 10(4)(ii), for a two family dwelling a width of at least 16.0 metres.
  - b. That notwithstanding Section 10(4)(ii), for lands identified as Blocks 1-4, for a two family dwelling an area of at least 515.0 square metres.
  - c. That notwithstanding Section 10(4)(ii), for lands identified as Block 5, for a two family dwelling an area of at least 480.0 square metres.
- 3. That the “RT-20” (Townhouse – Maisonette) District regulations, as contained in Section 10E of Zoning By-law No. 6593, applicable to the land comprised in Blocks 15-17, be modified to include the following special requirements:
  - a. That notwithstanding Section 10E(4)(a), where a yard abuts a street, a depth of not less than 6.0 metres from the street line except for the easterly yard, where the yard abuts a street, a depth of not less than 2.0 metres.
  - b. That notwithstanding Section 10E(4)(b), a depth of not less than 3.3 metres between the exterior side wall of a building and the lot line of an abutting residential district.



- c. That notwithstanding Section 10E(5)(b) and (c), a distance not less than 3.5 metres between the side exterior wall of a building and the side exterior wall of another building on the same parcel, a distance not less than 7.5 metres between the rear or front facing exterior wall of a building and the side exterior wall of a building on the same parcel and a distance not less than 15.0 metres between the rear or front facing exterior wall of a building and the rear or front facing exterior wall of another building on the same parcel.
    - d. That notwithstanding Section 18A(11)(a) for Blocks 15-17, not less than 1.3 metres from the adjoining residential district boundary and shall include a landscaped area with a planting strip of not less than 1.2 metres.
  4. That the “RT-30” (Street – Townhouse) District regulations, as contained in Section 10F of Zoning By-law No. 6593, applicable to the land comprised in Blocks 6-14, be modified to include the following special requirements:
    - a. That notwithstanding Section 10F(4)(b), for lands identified as Block 14, a rear yard of a depth not less than 6.0 metres.
    - b. That notwithstanding Section 10F(6)(i), for lands identified as Blocks 6-9, a lot area not less than 170.0 square metres for each single family dwelling unit.
    - c. That notwithstanding Section 10F(6)(i), for lands identified as Blocks 10-13, a lot area not less than 160.0 square metres for each single family dwelling unit.
    - d. That notwithstanding Section 10F(6)(i), for lands identified as Block 14, a lot area not less than 150.0 square metres for each single family dwelling unit.
    - e. That notwithstanding Section 10F(6)(ii), a width of not less than 5.75 metres for each dwelling unit.
  5. The ‘H’ symbol applicable to the lands referred to in Section 1 of this By-law shall be removed conditional upon:
    - a) The holding provision “C/S-1801”-‘H’ (Urban Protected Residential, etc.) District, Modified, Holding applicable to Block 19 be removed conditional upon:
      - i) That the lands identified as Block 19 in Schedule “A” of the amending By-law shall be consolidated with remnant parcels in the abutting Registered Plan 62M-1209, known as 87 and 91 Aquasanta Crescent to the satisfaction of the Senior Director, Growth Management.
  6. That By-law No. 6593 Hamilton is amended by adding this By-law to Section 19B as Schedule S-1801.
  7. That Sheet No. E9d of the District Maps is amended by marking the lands referred to in Section 1 of this By-law as S-1801.

8. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.

**PASSED** this 16<sup>th</sup> day of September, 2020

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk

ZAC-18-025  
UHOPA-18-010



This is Schedule "A" to By-law No. 20-  
 Passed the ..... day of ....., 2020

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 Mayor  
 -----  
 Clerk

**Schedule "A"**  
 Map 1 of 2  
 Map forming Part of  
 By-law No. 20-\_\_\_\_\_  
 to Amend By-law No. 6593

- Subject Property - 1443 and 1477 Upper James Street & 221 Genoa Drive**
- Block 1: Change from "RT-30" (Street - Townhouse) District to the D/S-1801" (Urban Protected Residential - One and Two Family Dwellings) District, Modified
  - Block 2: Change from "D/S-1395" (Urban Protected Residential One and Two Family Dwellings) District, Modified to the "D/S-1801" (Urban Protected Residential - One and Two Family Dwellings) District, Modified
  - Block 3: Change from "AA" (Agricultural) District to the "D/S-1801" (Urban Protected Residential - One and Two Family Dwellings) District, Modified
  - Block 4: Change from "C/S-1788" (Urban Protected Residential) District, Modified to the "D/S-1801" (Urban Protected Residential - One and Two Family Dwellings) District, Modified
  - Block 5: Change from "C/S-1788" (Urban Protected Residential) District, Modified to the "D/S-1801" (Urban Protected Residential - One and Two Family Dwellings) District, Modified
  - Block 6: Change from "C/S-1788" (Urban Protected Residential) District, Modified to the "RT-30/S-1801" (Street - Townhouse) District, Modified
  - Block 7: Change from "D/S-1395" (Urban Protected Residential One and Two Family Dwellings) District, Modified to the "RT-30/S-1801" (Street - Townhouse) District, Modified
  - Block 8: Change from "RT-30" (Street - Townhouse) District to the "RT-30/S-1801" (Street - Townhouse) District, Modified
  - Block 9: Change from "D/S-1395" (Urban Protected Residential One and Two Family Dwellings) District, Modified to the "RT-30/S-1801" (Street - Townhouse) District, Modified











Scale: N.T.S	File Name/Number: ZAC-18-025/UHOPA-18-010/25T-201803	
Date: July 15, 2020	Planner/Technician: MD/NB	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		




This is Schedule "A" to By-law No. 20-  
 Passed the ..... day of ....., 2020

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 Mayor  
 -----  
 Clerk  
 -----

**Schedule "A"**  
 Map 2 of 2  
 Map forming Part of  
 By-law No. 20-\_\_\_\_\_  
 to Amend By-law No. 6593

- Subject Property** - 1443 and 1477 Upper James Street & 221 Genoa Drive
-  Block 10: Change from "RT-30" (Street – Townhouse) District to the "RT-30/S-1801" (Street – Townhouse) District, Modified
  -  Block 11: Change from "D/S-1395" (Urban Protected Residential One and Two Family Dwellings) District, Modified to the "RT-30/S-1801" (Street – Townhouse) District, Modified
  -  Block 12: Change from "AA" (Agricultural) District to the "RT-30/S-1801" (Street – Townhouse) District, Modified
  -  Block 13: Change from "C/S-1788" (Urban Protected Residential) District, Modified to the "RT-30/S-1801" (Street – Townhouse) District, Modified
  -  Block 14: Change from "D/S-1395" (Urban Protected Residential One and Two Family Dwellings) District, Modified to the "RT-30/S-1801" (Street – Townhouse) District, Modified
  -  Block 15: Change from "D/S-1395" (Urban Protected Residential One and Two Family Dwellings) District, Modified to the "RT-20/S-1801" (Townhouse – Maisonette) District, Modified
  -  Block 16: Change from "AA" (Agricultural) District to the "RT-20/S-1801" (Townhouse – Maisonette) District, Modified
  -  Block 17: Change from "C/S-1788" (Urban Protected Residential) District, Modified to the "RT-20/S-1801" (Townhouse – Maisonette) District, Modified
  -  Block 18: Change from "AA" (Agricultural) District to the "C/S-1788" (Urban Protected Residential) District, Modified
  -  Block 19: Change from "C/S-1788" (Urban Protected Residential) District, Modified to the "C/S-1801"-H (Urban Protected Residential – Holding) District, Modified

Scale: N.T.S	File Name/Number: ZAC-18-025/UHOPA-18-010/25T-201803	 Hamilton
Date: July 15, 2020	Planner/Technician: MD/NB	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		

**Authority:** Item 31 Planning and Economic  
Development Committee  
Report: 06-005  
CM: April 12 ,2006  
Ward: 1

**Bill No. 193**

## **CITY OF HAMILTON**

### **BY-LAW NO. 20-**

**To Amend Zoning By-law No. 6593 (Hamilton), as amended by By-law No. 00-097, respecting lands located at 90 Carling Street, Hamilton**

**WHEREAS** the City of Hamilton Act, 1999, Statutes of Ontario, 1999 Chap. 14, Sch. C. did incorporate, as of January 1, 2001, the municipality "City of Hamilton";

**WHEREAS** the City of Hamilton is the successor to certain area municipalities, including the former municipality known as the "The Corporation of the City of Hamilton" and is the successor to the former regional municipality, namely, "The Regional Municipality of Hamilton-Wentworth";

**WHEREAS** the *City of Hamilton Act, 1999* provides that the Zoning By-laws of the former area municipalities continue in force in the City of Hamilton until subsequently amended or repealed by the Council of the City of Hamilton;

**WHEREAS** the Council of The Corporation of the City of Hamilton passed Zoning By-law No. 6593 (Hamilton) on the 25th day of July 1950, which by-law was approved by the Ontario Municipal Board by Order dated the 7th day of December 1951, (File No. P.F.C. 3821);

**WHEREAS** the Council of the City of Hamilton, in adopting Item 31 of Report 06-005 of the Planning and Economic Development Committee at its meeting held on the 12th day of April 2006, recommended that the Director of Development and Real Estate be authorized to give notice and prepare by-laws for presentation to Council, to remove the "H" Holding Provision from By-laws where the conditions have been met; and,

**AND WHEREAS** this By-law is in conformity with the Urban Hamilton Official Plan

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Schedule "A" appended to and forming part of Zoning By-law No. 6593 (Hamilton) as amended by By-law No. 00-097, is hereby amended by changing the zoning from the "E-'H'/S-1446" (Multiple Dwellings, Lodges, Clubs, etc. – Holding) District, Modified, to "E/S-1446" (Multiple Dwellings, Lodges, Clubs, etc. – Holding) District, Modified, on the lands the extent and boundaries of which are shown on a plan hereto annexed as Schedule "A".

2. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the "E/S-1446" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified, provisions.
3. The Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.

**PASSED** this 16th day of September, 2020.

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F. Eisenberger  
Mayor

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A. Holland  
Clerk

ZAH-20-030





<p style="text-align: center;">This is Schedule "A" to By-law No. 20-</p> <p style="text-align: center;">Passed the ..... day of ....., 2020</p>	<p style="text-align: center;">-----</p> <p style="text-align: center;">Mayor</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">Clerk</p>
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<h2 style="margin: 0;">Schedule "A"</h2> <p style="margin: 5px 0 0 0;"><b>Map forming Part of By-law No. 20-_____</b></p> <p style="margin: 5px 0 0 0;"><b>to Amend By-law No. 6593</b></p>	<p><b>Subject Property</b> 90 Carling Avenue, Hamilton, (Ward 1)</p> <p> Change in Zoning from "E - 'H/S-1446" (Multiple Dwellings, Lodges, Clubs, etc. - Holding) District, Modified, to the "E/S-1446" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified</p>
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Scale: N.T.S	File Name/Number: ZAH-20-030	
Date: August 10, 2020	Planner/Technician: SE/NB	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		

**Authority:** Item 14, Committee of the Whole  
Report 01-003 (FCS01007)  
CM: February 6, 2001  
Ward: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,  
11, 13, 15

**Bill No. 194**

## CITY OF HAMILTON

### BY-LAW NO. 20-

#### To Amend By-law No. 01-218, as amended, Being a By-law To Regulate On-Street Parking

**WHEREAS** Section 11(1)1 of the *Municipal Act, S.O. 2001, Chapter 25*, as amended, confers upon the councils of all municipalities the power to enact by-laws for regulating parking and traffic on highways subject to the *Highway Traffic Act*;

**AND WHEREAS** on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-218 to regulate on-street parking;

**AND WHEREAS** it is necessary to amend By-law No. 01-218, as amended.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. By-law No. 01-218, as amended, is hereby further amended by adding/deleting from the identified Schedules and Sections noted in the table below as follows:

Schedule	Section	Highway	Side	Location	Duration	Times	Days	Adding/ Deleting
6 - Time Limit	E	East 22nd	West	Crockett to 15.7m southerly	1 hr	8 am - 8 pm	Anyday	Deleting
6 - Time Limit	E	Queen	East	Main to 45.2m southerly	2 hr	8 am - 4 pm	Mon - Fri	Deleting
6 - Time Limit	E	Queen	East	from 28m north of Bold to 22m northerly	1 hr	8 am - 6 pm	Mon - Sat	Deleting



To Amend By-law No. 01-218, as amended,  
Being a By-law to Regulate On-Street Parking

<b>Schedule</b>	<b>Section</b>	<b>Highway</b>	<b>Side</b>	<b>Location</b>	<b>Times</b>	<b>Adding/ Deleting</b>
8 - No Parking	F	<b>Britannia Avenue</b>	North & South	From Gray Rd to a point 110 metres east to a point 60 metres thereof	Anytime	Deleting
8 - No Parking	F	<b>Britannia Avenue</b>	North	Gray Road to Blenheim Drive	Anytime	Adding
8 - No Parking	F	<b>Britannia Avenue</b>	South	from 111m east of Gray Road to Blenheim Drive	Anytime	Adding
8 - No Parking	F	<b>Blenheim Drive</b>	East	from 97m north of Roxborough Avenue to Britannia Avenue	Anytime	Adding
8 - No Parking	F	<b>Blenheim Drive</b>	West	from 136m north of Roxborough Avenue to Britannia Avenue	Anytime	Adding
8 - No Parking	F	<b>Pinelands Avenue</b>	East	Community Avenue to Garden Avenue	Anytime	Adding
8 - No Parking	G	<b>Locke</b>	East	Tuckett to 9.8m northerly	8:00 a.m. to 10:00 a.m.	Deleting
8 - No Parking	C	<b>Agro Street</b>	West	Aldridge Crescent to north intersection with Avanti Crescent	Anytime	Adding
8 - No Parking	C	<b>Avanti Crescent</b>	North, West & South	On the outside side of the crescent from the north intersection with Agro Street to the south intersection with Agro Street	Anytime	Adding
8 - No Parking	C	<b>Avanti Crescent</b>	South & East	from 165.5m west of the north intersection with Agro Street to 23m west and south thereof	Anytime	Adding
8 - No Parking	C	<b>Avanti Crescent</b>	North & East	from 44m west of Golden Hawk Drive to 21.7m west and north thereof	Anytime	Adding
8 - No Parking	C	<b>Golden Hawk Drive</b>	West	Avanti Crescent to Agro Street	Anytime	Adding
8 - No Parking	C	<b>McDonough Gardens</b>	North	Golden Hawk Drive to Agro Street	Anytime	Adding
8 - No Parking	C	<b>Mill Stone Terrace</b>	West	McDonough Gardens to Agro Street	Anytime	Adding
8 - No Parking	E	<b>Beach Blvd.</b>	North	Van Wagner's to Eastport	8 am - 4 pm Thursdays APRIL - NOV	Deleting
8 - No Parking	E	<b>Upper James</b>	Both	Claremont Access to South City Limits	Anytime	Deleting
8 - No Parking	G	<b>Upper James</b>	East	127 ft. north of Brucedale to 29 ft. northerly	Anytime	Deleting

To Amend By-law No. 01-218, as amended,  
Being a By-law to Regulate On-Street Parking

8 - No Parking	E	Upper James Street	East	Claremont Access to South City Limits	Anytime	Adding
8 - No Parking	E	Upper James Street	West	Fennell Avenue to South City Limits	Anytime	Adding
8 - No Parking	E	Kelly	South	Mary to easterly end at alley	7 am - 6 pm Mon - Sat	Deleting
8 - No Parking	E	Eaglewood Dr.	West & North	54m south of Gagliano Dr. to 26m south-west	Anytime	Deleting
8 - No Parking	E	Eaglewood Drive	West & North	54m south of Gagliano Drive to 33m south-west thereof	Anytime	Adding
8 - No Parking	D	Pumpkin Pass	North	from 29m east of the eastern intersection of Cutts Crescent to 6m easterly	Anytime	Adding
8 - No Parking	C	Tews Lane	East	from 130m north of Harvest Road to 6m north thereof	Anytime	Adding
8 - No Parking	E	Queen	East	Charlton to 15.2m northerly	Anytime	Deleting
8 - No Parking	E	Queen	East	Duke to 46.5m northerly	Anytime	Deleting
8 - No Parking	E	Queen	West	from 36.6m south of Herkimer to Amelia	Anytime	Deleting
8 - No Parking	E	Queen	West	Main to Herkimer	Anytime	Deleting
8 - No Parking	E	Queen Street	West	Aberdeen Avenue to Amelia Street	Anytime	Adding

Schedule	Section	Highway	Side	Location	Times	Adding/ Deleting
12 - Permit	E	Dickson Street	West	from 33.3m south of Burlington Street to 6m south thereof	Anytime	Adding
12 - Permit	E	Grenfell	South	commencing 79 feet east of Martimas and extending 17 feet easterly therefrom	Anytime	Deleting
12 - Permit	E	Picton Street East	South	from 36m west of Mary Street to 6m west thereof	Anytime	Adding
12 - Permit	E	Beechwood Avenue	South	from 28m east of Barnesdale Avenue North to 6m east thereof	Anytime	Adding

Schedule	Section	Highway	Side	Location	Times	Adding/ Deleting
13 - No Stopping	E	Ottawa	East	Cannon to Barton	7:00 a.m. to 9:00 a.m. Monday to Friday	Deleting

To Amend By-law No. 01-218, as amended,  
Being a By-law to Regulate On-Street Parking

13 - No Stopping	E	<b>Locke</b>	East	Charlton to 17.1m southerly	Anytime	Deleting
13 - No Stopping	E	<b>Locke</b>	East	Charlton to 29.5m northerly	Anytime	Deleting
13 - No Stopping	E	<b>Locke</b>	East	Charlton to 26m northerly	Anytime	Adding
13 - No Stopping	E	<b>Locke</b>	West	from 35.6m south of Charlton to 10.3m southerly	Anytime	Deleting
13 - No Stopping	D	<b>Pinehill Drive</b>	South	145m west of Blue Mountain Drive to 33m west thereof	Anytime	Adding
13 - No Stopping	D	<b>Pinehill Drive</b>	South	52m west of Blue Mountain Drive to 32m west thereof	Anytime	Adding
13 - No Stopping	C	<b>Tews</b>	Both	Harvest to northerly end	Anytime	Deleting
13 - No Stopping	C	<b>Tews Lane</b>	East	Harvest Road to 130m north thereof	Anytime	Adding
13 - No Stopping	C	<b>Tews Lane</b>	East	from 136m north of Harvest Road to northerly end	Anytime	Adding
13 - No Stopping	C	<b>Tews Lane</b>	West	Harvest Road to northerly end	Anytime	Adding
13 - No Stopping	F	<b>Shoreview Place</b>	North	Millen Road to 25m west thereof	Anytime	Adding
13 - No Stopping	F	<b>Shoreview Place</b>	Both	Millen Road to 20m east thereof	Anytime	Adding
13 - No Stopping	F	<b>Shoreview Place</b>	South	Millen Road to 75m west thereof	Anytime	Adding
13 - No Stopping	F	<b>Shoreview Place</b>	South	from 219m west of Millen Road to 38m west therefrom	Anytime	Adding
13 - No Stopping	F	<b>Millen Road</b>	West	Shoreview Place to 20m south thereof	Anytime	Adding
13 - No Stopping	E	<b>Gage Ave.</b>	West	128m north of Cannon St. East to 23m northerly	Anytime	Deleting
13 - No Stopping	E	<b>Gage Avenue North</b>	West	from 10m south of Primrose Avenue to 24.7m north thereof	Anytime	Adding
13 - No Stopping	E	<b>Queen</b>	East	Herkimer to 30.5m northerly	Anytime	Deleting
13 - No Stopping	E	<b>Queen</b>	East	Duke to 27.4m northerly	Anytime	Deleting
13 - No Stopping	E	<b>Queen</b>	East	Aberdeen to Herkimer	7:00 a.m. to 9:00 a.m. Monday to Friday	Deleting
13 - No Stopping	E	<b>Queen</b>	East	Herkimer to 22.9m south of York	4:00 p.m. to 6:00 p.m. Monday to Friday	Deleting
13 - No Stopping	E	<b>Queen</b>	West	Herkimer to 36.6m southerly	Anytime	Deleting
13 - No Stopping	E	<b>Queen</b>	West	Hunter to Canada	Anytime	Deleting

To Amend By-law No. 01-218, as amended,  
Being a By-law to Regulate On-Street Parking

13 - No Stopping	E	Queen	West	Amelia to 36.6m south of Herkimer	4:00 p.m. to 6:00 p.m. Monday to Friday	Deleting
13 - No Stopping	E	Queen	West	George to Herkimer	4:00 p.m. to 6:00 p.m. Monday to Friday	Deleting
13 - No Stopping	E	Queen Street	East	Main Street to 23m south of York Boulevard	4:00 p.m. to 6:00 p.m. Monday to Friday	Adding
13 - No Stopping	E	Queen Street	West	Amelia Street to Aberdeen Avenue	4:00 p.m. to 6:00 p.m. Monday to Friday	Adding
13 - No Stopping	E	Queen Street	East	Main Street to Aberdeen Avenue	Anytime	Adding
13 - No Stopping	E	Queen Street	West	Main Street to Canada Street	4:00 p.m. to 6:00 p.m. Monday to Friday	Adding
13 - No Stopping	E	Queen Street	West	Canada Street to Hunter Street	Anytime	Adding
13 - No Stopping	E	Queen Street	West	Hunter Street to Charlton Avenue	4:00 p.m. to 6:00 p.m. Monday to Friday	Adding
13 - No Stopping	E	Queen Street	West	Charlton Avenue to Aberdeen Avenue	Anytime	Adding
13 - No Stopping	E	Aberdeen	North	Dundurn to Queen	4:00 p.m. to 6:00 p.m. Monday to Friday	Deleting
13 - No Stopping	E	Aberdeen	Both	Queen to Longwood	7:00 a.m. to 9:00 a.m. Monday to Friday	Deleting
13 - No Stopping	E	Aberdeen	North	Queen to Longwood	4:00 p.m. to 6:00 p.m. Monday to Friday	Deleting
13 - No Stopping	E	Aberdeen	South	Queen to Longwood	4:00 p.m. to 6:00 p.m. Monday to Friday	Deleting
13 - No Stopping	E	Aberdeen Avenue	North	Studholme Road to Dundurn Avenue	7:00 a.m. to 9:00 a.m. Monday to Friday	Adding
13 - No Stopping	E	Aberdeen Avenue	South	Studholme Road to Dundurn Avenue	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday to Friday	Adding

Schedule	Section	Highway	Side	Location	Times	Adding/ Deleting
14 - Wheelchair LZ	E	East 19th St.	West	88m north of Vickers Rd. to 8m northerly	6:00 a.m.- 1:00 p.m. Mon-Fri	Deleting
14 - Wheelchair LZ	E	Mars	South	Cheever to 11.7m easterly	Anytime	Deleting

Schedule	Section	Highway	Side	Location	Times	Adding/ Deleting
15 - Comm Veh LZ	E	Crockett	South	30 ft. 25 ft. west of East 22nd	8:00 am - 6:00 pm Monday to Friday	Deleting

To Amend By-law No. 01-218, as amended,  
Being a By-law to Regulate On-Street Parking

Page 6 of 6

2. Subject to the amendments made in this By-law, in all other respects, By-law No. 01-218, including all Schedules thereto, as amended, is hereby confirmed unchanged.
  
3. This By-law shall come into force and take effect on the date of its passing and enactment.

**PASSED** this 16<sup>th</sup> day of September 2020.

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F.  
Eisenberger  
Mayor

A. Holland  
City Clerk

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A. Holland  
City Clerk

**CITY OF HAMILTON**

**BY-LAW NO. 20-**

**To Amend Zoning By-law No. 05-200, as amended by By-law  
No. 15-173, respecting lands located at 3081 Tisdale Road,  
Glanbrook**

**WHEREAS** the first stage of the new Zoning By-law, being By-law No. 05-200, came into force on the 25<sup>th</sup> day of May, 2005; and,

**WHEREAS** the Council of the City of Hamilton, in adopting Section 31 of Report 06-005 of the Planning and Economic Development Committee at its meeting held on the 12<sup>th</sup> day of April, 2006, recommended that the Director of Development and Real Estate be authorized to give notice and prepare by-laws for presentation to Council, to remove the “H” Holding provision from By-laws where the conditions have been met.

**AND WHEREAS** the conditions of Holding Provision 5 for the lands located at 3081 Tisdale Road, Glanbrook have been satisfied;

**NOW THEREFORE** the Council of the City of Hamilton amends Zoning By-law No. 05-200 as follows:

1. That Map No. 1907 of Schedule “A” – Zoning Maps is amended by changing the zoning from the Rural (A2, 227, H5) Zone to the Rural (A2, 227) Zone for the lands identified in the Location Map attached as Schedule “A” to this By-law.
2. That Schedule “D” – Holding Provisions is amended by deleting Holding Provision 5.
3. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.

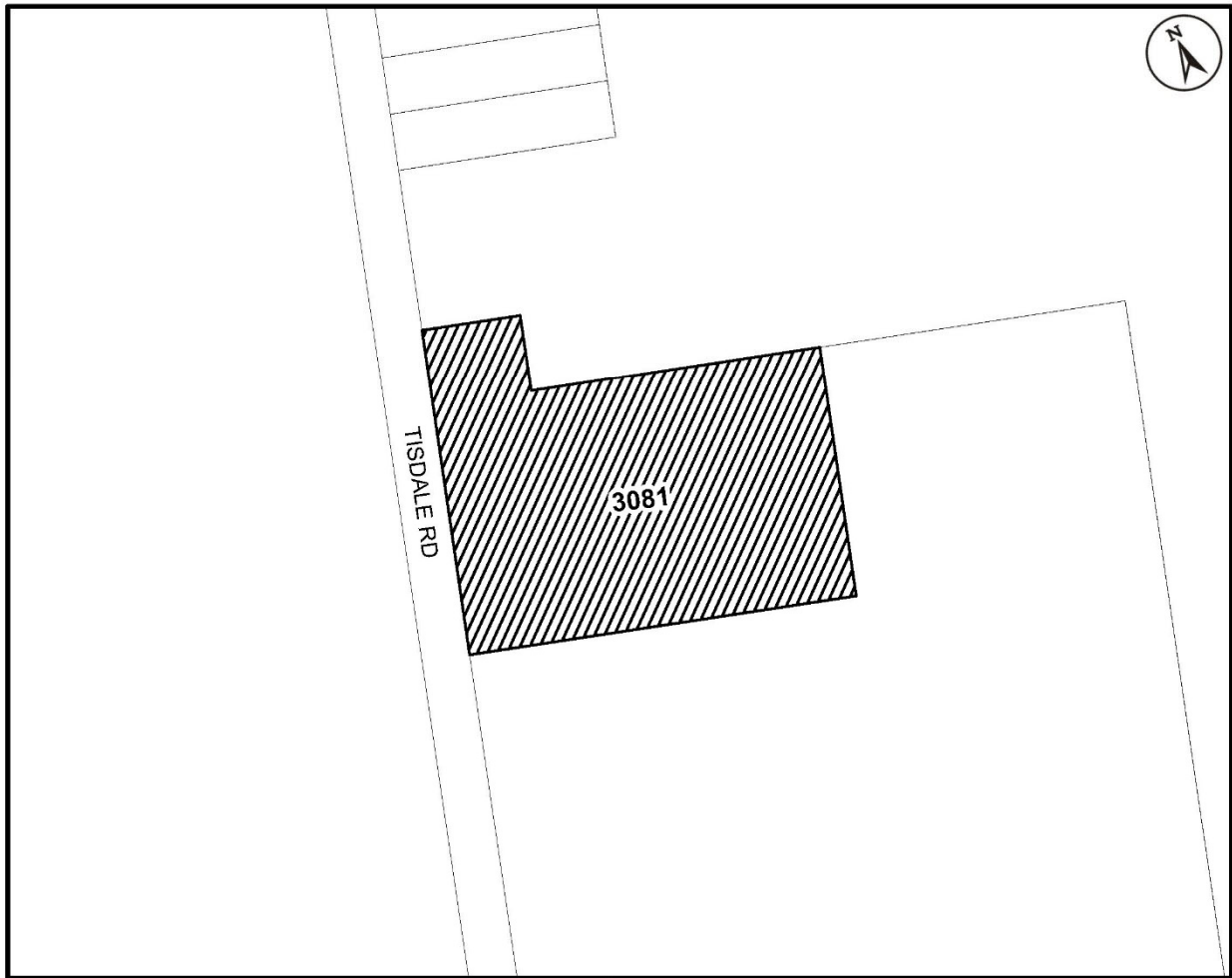
**PASSED** this 16<sup>th</sup> day of September, 2020.

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk



<p>This is Schedule "A" to By-law No. 20-</p> <p>Passed the ..... day of ....., 2020</p>	<p>-----</p> <p style="text-align: center;">Mayor</p> <p>-----</p> <p style="text-align: center;">Clerk</p>
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<p><b>Schedule "A"</b></p> <p>Map forming Part of By-law No. 20-_____</p> <p>to Amend By-law No. 05-200 Map 1907</p>	<p><b>Subject Property</b></p> <p>3081 Tisdale Road, Glanbrook</p> <p> Change in zoning from the Rural (A2, 227, H5) Zone to the Rural (A2, 227) Zone</p>
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<p>Scale: N.T.S</p>	<p>File Name/Number: ZAH-19-048</p>	
<p>Date: September 2, 2020</p>	<p>Planner/Technician: EM/VS</p>	
<p>PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT</p>		

**Authority:** Item 31 Planning and Economic  
Development Committee  
Report: 06-005  
CM: April 12, 2006  
Ward: 2

**Bill No. 196**

## **CITY OF HAMILTON**

### **BY-LAW NO. 20-**

**To Amend Zoning By-law No. 05-200, as amended by By-law No. 18-114, respecting lands located at 62 and 64 King Street East, Hamilton**

**WHEREAS** the *City of Hamilton Act, 1999*, Statutes of Ontario, 1999 Chap.14, Sch. C did incorporate, as of January 1<sup>st</sup>, 2001, the municipality "City of Hamilton";

**AND WHEREAS** the first stage of the new Zoning By-law, being Zoning By-law No. 05-200, came into force on the 25th day of May, 2005;

**AND WHEREAS** the Council of the City of Hamilton, in adopting Item 31 of Report 06-005 of the Planning and Economic Development Committee at its meeting held on the 12<sup>th</sup> day of April 2006, recommended that the Director of Development and Real Estate be authorized to give notice and prepare by-laws for presentation to Council, to remove the "H" Holding Provision from By-laws where the conditions have been met;

**AND WHEREAS** this By-law is in conformity with the Urban Hamilton Official Plan.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Maps 1080 and 1081 of Schedule "A" – Zoning Maps of Zoning By-law No. 05-200, as amended by By-law No. 18-114, is hereby amended by changing the zoning from the Downtown Mixed Use – Pedestrian Focus (D2, H21) Zone, to the Downtown Mixed Use – Pedestrian Focus (D2) Zone, on the lands, the extent and boundaries of which are shown on a plan hereto annexed as Schedule "A".
2. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the Downtown Mixed Use – Pedestrian Focus (D2) Zone, provisions.



3. The Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.
4. That this By-law No. 20-196 shall come into force and be deemed to come into force in accordance with Sub-section 34(21) of the *Planning Act*, upon the date of passage of this By-law.

**PASSED** this 16th day of September, 2020.

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F. Eisenberger  
Mayor

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Andrea Holland  
City Clerk

ZAH-20-031



<p>This is Schedule "A" to By-law No. 20-</p> <p>Passed the ..... day of ....., 2020</p>	<p>-----</p> <p style="text-align: center;">Mayor</p> <p>-----</p> <p style="text-align: center;">Clerk</p>
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<p><b>Schedule "A"</b></p> <p>Map forming Part of By-law No. 20-_____</p> <p>to Amend By-law No. 05-200 Maps 1080 &amp; 1081</p>	<p><b>Subject Property</b></p> <p>62 - 64 King Street East</p> <p> Change in Zoning from the Downtown Mixed Use - Pedestrian Focus (D2, H21) Zone, to the Downtown Mixed Use - Pedestrian Focus (D2) Zone</p>
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<p>Scale: N.T.S</p>	<p>File Name/Number: ZAH-20-031</p>	<p>Hamilton</p>
<p>Date: September 9, 2020</p>	<p>Planner/Technician: SS/AL</p>	
<p>PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT</p>		

**CITY OF HAMILTON**

**BY-LAW NO. 20-**

To Confirm the Proceedings of City Council at its meeting held on September 16<sup>th</sup>, 2020.

**THE COUNCIL OF THE  
CITY OF HAMILTON  
ENACTS AS FOLLOWS:**

1. The Action of City Council at its meeting held on the 16<sup>th</sup> day of September, 2020, in respect of each recommendation contained in

Mayor's Task Force on Economic Recovery Report 20-004 – August 25, 2020,  
Planning Committee Report 20-009 – September 8, 2020,  
General Issues Committee Report 20-012 – September 9, 2020,  
Emergency & Community Services Committee Report 20-006 – September 10,  
2020,  
and  
Public Works Committee Report 20-007 – September 11, 2020,

considered by City of Hamilton Council at the said meeting, and in respect of each motion, resolution and other action passed and taken by the City Council at its said meeting is hereby adopted, ratified and confirmed.

2. The Mayor of the City of Hamilton and the proper officials of the City of Hamilton are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required, and except where otherwise provided, the Mayor and the City Clerk are hereby directed to execute all documents necessary in that behalf, and the City Clerk is hereby authorized and directed to affix the Corporate Seal of the Corporation to all such documents.

**PASSED** this 16<sup>th</sup> day of September, 2020.

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk 